

Staff  
Summary  
Reports

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To: Mayor and City Council  
Through: City Manager

Agenda Item Number 31  
Meeting Date: 09/20/01

**SUBJECT:** FASCINATIONS #DRB01151

**PREPARED BY:** William Kersbergen, Design Review Manager (480-350-8331)

**REVIEWED BY:** Dave Fackler, Development Services Manager (480-350-8333)

**BRIEF:** Request by City Council to appeal the Design Review Board decision on Fascinations for building elevations, site plan and landscape plan at 838 West Elliot Road.

**COMMENTS:** **DESIGN REVIEW APPEALS (0102-05-03)** Request by City Council to appeal the Design Review Board approval of **FASCINATIONS #DRB01151** for building elevations, site plan and landscape plan located at 838 West Elliot Road.

Document Name: 20010920devsrh10

Supporting Documents: Yes

**SUMMARY:** Council members Ben Arredondo, Barbara Carter and Hugh Hallman have requested an appeal of the Design Review Board Approval of Fascinations. At the Design Review Board meeting of August 15, 2001 this proposal was discussed for approximately one half hour by the Board, the architect, the applicant and one citizen, Mr. Tom Lewis. Issues discussed at the meeting included: design elements of the new proposal; site compatibility; building materials; location on the site and landscape materials. In addition, there was a discussion of whether the indicated future Phase II building was being approved at this application. Staff indicated that phase II was being indicated in order to show that this approval would not preclude a successful development of the remainder of the site at a future date and was not being approved at this time. The Board approved the request by a 5-2 vote, with Mr. Nicpon and Mr. Voss dissenting.

**RECOMMENDATION:** Staff - Approval  
Design Review Board – Approval

- ATTACHMENTS:**
1. List of Attachments
  2. History & Facts / Description
  - 3-4 Comments
  - 4-18 Conditions of Approval
- 
- A. Location Map
  - B. Project Narrative
  - C. Project Data
  - D. Site Plan
  - E. Elevations
  - F. Floor Plan
  - G. Landscape Plan
  - H. Phase II Elevations
  - I. Phase II Plan
  - J. Verbatim Minutes

## **HISTORY & FACTS:**

- July 23, 1998. The City Council approved the request by Roosevelt Commerce Park (The Warner Trust DTD, J.E. Warner as Trustee, property owner) for a Preliminary and Final Subdivision Plat consisting of two (2) lots on 4.23 net acres located at 860 West Elliot Road.
- March 7, 2001. The Design Review Board continued the building elevations, site plan and landscape plan for Fascinations located at 838 West Elliot Road in the I-1, Light Industrial District.
- March 23, 2001. The Design Review Board denied the request for building elevations, site plan and landscape plan for Fascinations located at 838 West Elliot Road in the I-1, Light Industrial District and Southwest Overlay District.
- June 20, 2001. The Design Review Board tabled the building elevations, site plan and landscape plan for DRB01151 – Fascinations located at 838 West Elliot Road in the I-1, Light Industrial District and Southwest Overlay District.
- July 18, 2001. The Design Review Board untabled the building elevations, site plan and landscape plan for DRB01151 – Fascinations and then voted to continue this case to the post-session at the following hearing where they would vote on the validity of reconsideration. The site is located at 838 West Elliot Road in the I-1, Light Industrial District and Southwest Overlay District.
- August 1, 2001. In post-session, the Design Review Board voted unanimously to reconsider the building elevations, site plan and landscape plan for Fascinations at the August 15, 2001 Design Review Board meeting.
- August 15, 2001. The Design Review Board approved the request for building elevations, site plan and landscape plan for DRB01151 – Fascinations located at 838 West Elliot Road in the I-1, Light Industrial District and Southwest Overlay District subject to conditions.

**DESCRIPTION:** Owner - Patrick Jagos/Imago Inc.  
Applicant - William Hunse/Architectural Team Three

**COMMENTS:**

The applicant is before the Board requesting the approval for a new 11,160 square foot retail facility. It will be located at the northwest corner of Elliot Road and Roosevelt Street in the I-1, Light Industrial Zoning District and in the Southwest Overlay District. Two (2) different phases of development will occur on this vacant land. Phase one (1) will comprise of the retail facility on the corner and phase two (2) will include a 9,751 square foot structure that is anticipated to be both commercial and office/warehouse. This phase two (2) structure will sit to the west of phase one (1) and will require a separate application for Design Review approval in the future. As noted in the project history, the Design Review Board denied the applicant's previous proposal for approval on March 23, 2001. The application before you is a completely new design, in response to many of the comments and ideas that were relayed by the Board at that March 23 meeting.

The phase one (1) site layout is very effective. Building one (1) is pushed up against the corner, allowing for a thirty (30) foot landscape setback to be provided at each of the street frontages. All of the required parking spaces for phase one (1) will be located on the north side of the retail facility, one (1) driveway will provide access from Roosevelt Street and one (1) driveway will provide access from Elliot Road. The site plan has not been modified since the previous Design Review Board proposal (3/23/2001). This parcel of land is adjacent to I-1, Light Industrial Zoning to the west and north and PCC-1, Planned Commercial Center District across the street to the east.

Integral colored, center-scored, split-faced block will be used as the primary construction material for this single story structure. Two (2) colors of block, Peach and Cocoa Brown, will be utilized and will both integrate large amounts of colorful aggregate within them. The peach block will be used in the largest quantity. It will be applied on the thirty (30) foot high cylinder-like architectural element that is located on the southeast corner of the building as well as on all four (4) sides of the building's fourteen (14) foot body walls. The two (2) remaining cylindrical elements at the southwest corner of the building and at the midpoint of the north elevation (entry cylinder) will both make use of the darker, Cocoa colored block.

A wave-like pattern, created by a series of offset walls, has been added to the south and east elevations of the structure. This rhythmic wall creates an interesting viewing surface at both of the street side building elevations. A twenty (20) inch wide by fourteen (14) foot high vertical window is located at the bottom of each of the three (3) "waves" on both sides of the structure.

A series of thirty-two (32) inch squares provides an interesting detail at a number of locations on this structure. These square elements have been added to the building walls on the north and west elevations, as well as onto the cylindrical features at both the north elevation and on the southwest corner of the building. Some of the squares employ glass within them, some use an alternate block color to accentuate the square, and some incorporate building mounted light fixtures within the thirty-two (32) inch frame. At any rate, the squares are another means of breaking up monotony and creating visual expression where needed.

Finally, the fascia on this structure will also take on a completely different appearance from the applicant's previous submittal. The parapet heights will vary. On the building's south and east elevations, the parapet will actually be elevated at an angle to coincide with the angles represented by the cylindrical element on the southeast corner. Horizontal parapets will be applied to the north and west building elevations. All of these fascia systems will display wave-like swerving patterns on the surfaces that will actually project in some areas greater than in other areas. The different rolling projections will vary at two (2) inch intervals. Four (4) different colors will be applied to each of the different waves in an effort to emphasize the projections. All four (4) of the colors have a peachy-orange blended appearance.

Overall, staff is again in support of this unique project. One of the comments that was repeated over and over again at the March 23, 2001 Design Review Board hearing was that this facility "resembled a bunker" and that this should not be the case. Staff believes that it is definitely not the case. The applicant has taken a closer look at the project, examined the comments, and produced a very well designed building that is different. It's shapes, forms and colors are pleasant in appearance.

**RECOMMENDATION:** Approval, subject to the following conditions:

**SITE PLAN**

1. Locate all pedestrian area lights so that they do not conflict with mature landscaping.
2. All parking spaces which are located perpendicular to landscape areas shall be sixteen (16) feet in length, with a two (2) feet overhang extending into adjacent landscape areas. The adjacent landscape areas shall be widened by two (2) feet to accommodate the vehicle overhang.
3. Provide upgraded paving materials, such as unit pavers, exposed aggregate, or colored concrete, as accents for all pedestrian sidewalks on the site, for a crosswalk across the parking area to the building, at the main entry to the building, and at all the main drives to the site. Provide unit pavers at all entry drives to the site.
4. Parking spaces which are located perpendicular to walkways shall be sixteen (16) feet in length, with a two (2) feet overhang extending over the adjacent sidewalk. The adjacent sidewalk shall be six (6) feet to accommodate the vehicle overhang.
5. All transformer boxes, meter panels and electrical equipment, backflow valves, and other utility equipment shall be painted to match the building color.
6. No chain link fencing, razor wire, barbed wire, etc. will be allowed.

7. Indicate the locations and quantity of bicycle parking spaces on the site plan.
8. Provide the bicycle parking spaces required by Zoning Ordinance 808.
9. Disperse bike parking and locate near office entry areas.
10. Bicycle parking areas shall be designed per City of Tempe Detail T578 which is available from the Engineering Division, Public Works Department or on their web site, [www.tempe.gov/engineering](http://www.tempe.gov/engineering).
11. Walls for site security must be of substantial construction to resist vandalism and excessive deterioration, with materials and finishes as described in the Zoning Ordinance.
12. The construction of any wall or fence over six (6) feet in height requires a building permit from the Building Safety Division of the Development Services Department.
13.
  - a. The Public Works Department shall approve all roadway, alley and utility easement dedications, driveways, storm water retention, and street drainage plans, water and sewer construction drawings, refuse pickup, and off-site improvements.
  - b. Off-site improvements to bring roadways to current standards include:
    - 1) Water lines and fire hydrants;
    - 2) Sewer lines;
    - 3) Storm drains;
    - 4) Roadway improvements including street lights, curb, gutter, bike path, sidewalk, bus shelter, and related amenities.
  - c. Fees to be paid with the development of this project include:
    - 1) Water and sewer development fees;
    - 2) Water and/or sewer participation charges;
    - 3) Inspection and testing fees.
  - d. All applicable off-site plans shall be approved prior to recordation of Final Subdivision Plat.
14.
  - a. All street dedications shall be made within six (6) months of Design Review Board approval.
  - b. Public improvements must be installed prior to the issuance of any occupancy permits. Any phasing shall be approved by the Public Works Department.
  - c. All new and existing, as well as on-site and off-site, utility lines (other than transmission lines) shall be placed underground prior to the issuance of an occupancy permit for this (re) development in accordance with the Code of the City of Tempe - Section 25.120.

**Note:** The following is a partial list of Zoning Ordinance requirements that must be addressed prior to the issuance of a building permit. This list is

compiled to assist you in preparing a site plan, which will conform to the minimum requirements of the Zoning Ordinance.

Any and all mechanical equipment ancillary to the use or function of a building and/or structure, including, but not limited to, heating/cooling equipment, electrical equipment, pool pumps and filters, satellite receiving earth stations including dishes and antennas, solar heating/cooling devices, shall be restricted from use in the front and street side yards.

All on-site water retention areas, other than paved surfaces shall be entirely landscaped and shall comply with the following criteria:

- a. The retention areas shall not occupy more than sixty-seven percent (67%) of the on-site street frontage landscape area. (Ordinance requirement)
- b. All retention areas shall maintain slopes no steeper than 4:1. (Ordinance requirement)
- c. The first ten (10) feet of the on-site street frontage landscape area shall not be used for water retention purposes.
- d. The maximum grading of required retention areas shall not exceed a slope of five-to-one in recreational areas.

All mounding and berming shall have slopes no steeper than 4:1. (Ordinance requirement)

The required front and street side yards shall be utilized as landscape area except for necessary and provided walkways and driveways. (Ordinance requirement)

The required landscape area shall be a minimum of twenty percent (20%) of the total ground floor area of the buildings located on the property or ten percent (10%) of the net site area of the property, whichever is greater (in all industrial districts). (Southwest Overlay District requirement)

A landscape area, which is a minimum of twenty-five (25) feet wide shall be provided between parking areas and the right-of-way. (Southwest Overlay District requirement)

All parking spaces shall comply with the following minimum dimensions:

- a. motor vehicle parking spaces shall measure 8'-6" wide by 18'-0" long or 16'-0" long with a 2'-0" overhang;
- b. bicycle spaces shall measure 2'-0" by 6'-0";
- c. accessible parking shall comply with the Americans with Disabilities Act of 1990 (42 U.S.C.A. §12101 ET SEQ.) and the Code of Federal Regulations Implementing The Act (28 C.F.R., Part 36, Appendix A, Sections 4.1 and 4.6).

All sites shall provide the minimum number of parking spaces required for vehicles and bicycles. (Ordinance requirement)

All parking spaces for bicycles shall be equipped with a security rack. (Ordinance requirement)

All parking areas shall provide access to a public street by means of a paved driveway that extends on-site to a point not less than twenty (20) feet from the property line. (Ordinance requirement)

Where vehicles extend into or overhang any walkway a six (6) feet wide sidewalk shall be installed. No vehicle may overhang any part of a bikeway system. (Ordinance requirement)

A curb at least six (6) inches in height shall be installed so that no part of any vehicle extends into any landscaped setbacks or beyond any property line. (Ordinance requirement)

All parking spaces shall be adequately marked and the paved area shall be properly drained and kept free from dust or loose particles at all times. (Ordinance requirement)

All lots must have the necessary dimensions for the on-site maneuvering of City of Tempe refuse and fire trucks.

All parking areas shall be designed so as to provide ingress and egress from a public street by forward motion of the vehicle. (Ordinance requirement)

Paved areas that are in a fire lane, driveway, drive-thru lane or service bay, or that are needed for circulation in front of loading ramps or bay doors may not be used for parking or outdoor display at any time. (Ordinance requirement)

A pedestrian walkway shall be installed to link the public sidewalk with the main building entrance. (Ordinance requirement)

All parking areas shall incorporate the following elements:

- a. Landscape islands, with raised concrete curbing, to define parking lot entrances, aisles and ends of all parking aisles. (Ordinance requirement)
- b. Landscape islands to separate rows of more than fifteen (15) parking spaces. (Ordinance requirement)
- c. Each landscape island shall be a minimum of seven (7) feet in total width, including curbing, equal the length of the parking stall(s), and a minimum of 120 s.f. in area. If any landscape island includes a sidewalk, then the minimum width of the island shall be eleven (11) feet. (Ordinance requirement)



Parking areas shall be screened from street view by a screening device with a minimum height of three (3) feet and maximum height of four (4) feet above the highest adjacent finished grade of the parking area or street curb, whichever is higher. (Ordinance requirement)

Parking screening may be accomplished by one or both of the following:

- a. Parking screen walls shall be constructed of masonry or concrete a minimum of eight (8) inches in width, incorporating offsets and relief. (Ordinance requirement)
- b. Earth berms, if used in lieu of or in conjunction with screen walls, shall have a maximum slope of 4:1 and minimum width of twenty-five (25) feet. (Ordinance requirement)

Prior to installation of any fences or walls, written approval is required by the Planning Division.

All ground mounted equipment shall be completely screened by a concrete or masonry wall equal to or greater in height than the mechanical equipment itself. Materials, color and texture of the wall shall be compatible with the primary building(s) on site. (Ordinance requirement)

All refuse areas, loading, delivery and service bays shall be screened from view by a minimum six (6) feet high masonry wall. (Ordinance requirement)

All required walls shall be located on-site and be of masonry or concrete construction. All walls shall have an architectural texture or stucco finish on both sides, with color and material compatible with the primary building on-site (or on respective sides).

Any walls located off-site shall also be approved by the Public Works Department and receive an Encroachment Permit.

No parking of vehicles allowed in the required front yard or necessary driveways. No maneuvering of vehicles is allowed in the required front yard except for necessary driveways. (Ordinance requirement)

## **BUILDING ELEVATIONS**

15. Provide additional details of the two (2) inch thick layers of the parapet wall so that construction of the substrate will allow/support the six (6) inch thick projection at the upper portion of the parapet.
16. Incorporate scuppers and downspouts into building elevations so that they do not detract from the building architecture.
17. Locate roof access ladder inside the building.

18. The main building colors and materials shall have a light reflectance value (LRV) of 75% or less. Specific colors and materials to be approved by staff prior to issuance of building permits. Final colors shall be field verified by the Design Review staff prior to painting the building.
19. Details of meter panels and electrical equipment installation and location shall not detract from the architecture of the building and shall be approved by staff prior to issuance of building permits.
20. Locate the electrical service entrance section (S.E.S.) inside the building.
21. Indicate locations of accent lighting and security lighting which will be mounted to the building.
22. Incorporate locations of building mounted lighting into the building elevations so that they do not detract from the building architectural character.
23. Building mounted area lighting will not be allowed without specific approval from the Planning and CPTED staff.
24. Incorporate locations of address numbers and their illumination source into building elevations so that they do not detract from the building architectural character.
25. All exterior employee service doors shall have a minimum of 6"x6" laminated/lexan security window centered and mounted at no greater than 63" from the bottom of the door to the center of the glazing. No wire glass allowed in this opening.

**Note:** The following is a partial list of Zoning Ordinance requirements that must be addressed prior to the issuance of a building permit. This list is compiled to assist you in preparing building elevations, which will conform to the minimum requirements of the Zoning Ordinance.

Height limitations shall apply as follows:

- a. Attached church spires, crosses, belfries, cupolas, clocktowers, or similar features may extend above the roof no more than the height of that building. Detached features shall be no greater than twice the height of the highest building on site.
- b. Chimneys, bulkheads, penthouses and domes not for human occupancy, ventilators, skylights, water tanks, and other similar mechanical equipment shall be limited to twelve (12) feet above the roof level.
- c. Parapet walls or cornices (without windows) extending to a maximum of five (5) feet above the building height limit.

All industrial buildings shall conform to the I-1 Industrial Zoning District requirements except setbacks and height. (Southwest Overlay District requirement)

All development must conform to the requirements of the underlying zoning except a twenty-five (25) feet increase in the maximum allowable building height shall apply in all zoning districts west of Kyrene Road. (Southwest Overlay District requirement)

All buildings in I-1 Light Industrial Districts and IBD Industrial Buffer Districts must be of reinforced concrete or masonry construction. (Ordinance requirement)

All roof mounted mechanical equipment shall be fully concealed on all sides by elements that are an integral part of the building design and are equal to or greater in height than the mechanical equipment. (Ordinance requirement)

Screen all mechanical units with parapet, masonry wall, or other opaque screening device equal to the height of the highest mechanical unit. (Ordinance requirement)

## **LIGHTING**

26. All exterior lighting shall be directed down and screened away from adjacent properties and streets, and of a design to minimize glare, light trespass and intrusiveness and promote managed lighting distribution. All exterior fixtures must be approved.
27. Applicants designing exterior lighting are required to verify the minimum lighting requirements with the CPTED staff in the Development Services Department as the use relates to risk factors for the site.
28. All luminaires designed for security lighting shall be vandal resistant, incorporate vandal resistant refractors (lens) and be provided with a gasket or seal that is designed to resist rain, dust and insect contamination within the fixture housing.
29. Transitional lighting shall be provided at exterior areas going to and from the buildings or uses within the site.
30. All lighting fixtures required to illuminate the entry areas of a building shall be illuminated from dusk to dawn utilizing a photocell sensor.
31. All security lighting mounted on the building and parking lot lighting shall be illuminated from dusk to dawn utilizing a photocell sensor.

32. Parking lot, adjacent landscape areas in the parking lots and refuse areas shall be illuminated with one (1) to two (2) foot-candles of light from finish grade to six (6) feet above grade.
33. All building entrances shall be illuminated with a minimum maintained of five (5) foot-candles (between dusk to dawn) at finish grade to six (6) feet above finish grade, with a radius of not less than fifteen (15) feet from the center point of the entrance.
34. Exterior pedestrian walkways and adjacent landscape areas within twenty (20) feet shall be illuminated with one-half (0.5) to one (1.0) foot-candle of light from grade to six (6) feet above finish grade and illuminated from dusk to dawn.
35. Retention areas shall be illuminated with one-half (0.5) to one (1.0) foot-candle of light from grade to six (6) feet above finish grade and illuminated from dusk to dawn.
36. Secondary lighting is required to supplement the primary security lighting due to design elements and landscape conflicts, in order to meet the minimum lighting criteria.
37. Metal Halide (MH) lamp source shall be used for all exterior luminaires designed for security lighting.
38. Mature landscape trees, plants and materials shall not conflict with the lighting standards.
39. Pole mounted luminaires, designed for security lighting shall not be permitted in the landscape parking islands.
40. Trees shall not be planted within a twenty (20) foot radius of any luminaire or fixture required for security lighting.
41. A copy of all cut sheets for light fixtures shall be submitted and marked as to which information and data applies to the specific luminary, including the lamp manufacturer.
42. Photometric calculations detailing all exterior security lighting, shall be submitted and provided on a copy of a landscape plan that has been approved by the Design Review Board, drawn on twenty four (24) inch by thirty six (36) inch format prepared to scale. The landscape site plan shall be fifty (50) percent screened. Point to point photometric calculations shall be calculated at intervals of not more than ten (10) feet at ground level and may also be required at six (6) feet above finish grade.

43. Photometric calculations shall be based on the "mean" light output per the manufacturer's of the specified lamp, including ballast depreciation and contamination factors. Light Loss Factor (LLF) shall be calculated at .68 for Metal Halide (MH) and .72 for High Pressure Sodium (HPS). All luminaire photometric data formatted in accordance with the Illumination Engineering Society (I.E.S.) file compiled by an approved testing laboratory.
44. Photometric studies submitted to the City of Tempe's Development Services Department for approval by Building Safety, Planning, and Crime Prevention Through Environmental Design (CPTED) will include a statement indicating that no equipment substitutions shall be installed without prior approval of the City. In specifications that include more than one specified manufacturer per site will require a photometric study from each manufacturer specified.
45. The Consulting Engineer or Lighting Consultant as named on the plans is required to complete a night security lighting inspection of the site prior to obtaining a certificate of occupancy. This inspection of the project requires documented verification of the project's actual foot-candle levels. The inspection and report will comply with IESNA procedures for field measurement of illumination.
46. The consulting engineer or lighting consultant shall provide the City of Tempe's Development Services Department with a letter of certification from the firm certifying the inspection. The letter will provide the date and time of the inspection and the name of the inspector. It will also include a statement certifying the approved fixtures were correctly installed, no landscape conflicts exist and the foot-candle levels and uniformity approved by the City's Development Services Department for the specific site have been matched or exceeded at all locations on the site.
47. In the case of a Consulting Engineer, a Professional Engineer registered in the State of Arizona shall stamp the letter of certification. Lighting Consultants issuing the letter of certification shall provide proof of Lighting Certification (LC) status as defined by The National Council on Qualifications for the Lighting Professionals (NCQLP) as well as proof of liability insurance.

**Note:** The following is a partial list of Zoning Ordinance requirements that must be addressed prior to the issuance of a building permit. This list is compiled to assist you in preparing lighting plan, which will conform to the minimum requirements of the Zoning Ordinance.

Details of all exterior lighting installations require the approval of the Development Services Department (Design Review Section) prior to installation.

The mounting of light fixtures shall be governed by the following:

- a. Building mounted light fixtures shall be attached only to walls and the top of the fixture shall not be higher than the top of the parapet or roof, whichever is greater;
- b. Freestanding light fixtures shall not exceed:
  - 1) Eighteen (18) feet in height in, or within fifty (50) feet of any residential zoning district;
  - 2) Twenty-five (25) feet in height or within fifty (50) to one hundred fifty (150) feet of, any residential zoning district; and
  - 3) Thirty (30) feet in all other locations.

Note: For the purpose of this requirement, height shall be measured from the top of the light fixture to the adjacent grade at the base of the support for that light;
- c. The top of light fixtures on flag poles shall not be higher than the top of the flag pole itself. (Ordinance requirement)

The property owner is responsible for meeting minimum CPTED standards in providing illumination for all parking areas and walkways. (Ordinance requirement)

All exterior lighting shall conform to Chapter 25, Article VIII "Outdoor Light Control" of the Code of the City of Tempe. All exterior light shall be directed downward and away from adjoining property and shall be shielded to prevent unnecessary glare in order to conform with the outdoor light control requirements. (Ordinance requirement)

Submit a complete package of details or spec. sheets of all exterior lighting to Design Review staff for approval prior to issuance of building permits.

## **LANDSCAPE**

- 48. The landscape plan is approved in concept. Final details must be reviewed and approved by Staff prior to issuance of building permits.
- 49. Provide larger shrubs in the street side landscaping setbacks as discussed with staff.
- 50. Show the location of all exterior light fixtures on the landscape plan. Conflicts with light standards should be avoided in order to maintain illumination levels for exterior lighting.
- 51. Show traffic sight visibility triangles at all driveways. Refer to the "corner sight distance at intersections" chart, which may be obtained from the Development Services Department.

52. Trees located in parking lot landscape islands shall be canopy type trees, such as Mesquite or Evergreen Elm.
53. Show any existing plant material to remain. Incorporate the existing plant material and irrigation systems into the design of this proposal.
54. Maximum height of mature shrubs shall be two feet (2'-0") in the following locations:
- a. parking lot landscape islands;
  - b. adjacent to parking lot borders, from curb line to six (6) feet away;
  - c. along either side of walkways, from edge of walkways to six (6) feet away;
  - d. within a fifteen (15) feet radius around any building entry and pedestrian gates;
  - e. within sight visibility triangles at driveways.
- Note: Refer to the Plant List - Maximum Mature Height @ 2'-0", which may be obtained from the Development Services Department. Desert plants with thin stalks over two (2) feet high that still allow for visual surveillance may be used in these areas.
55. Shrubs, which do not exceed three (3) feet at maturity, should be used between six (6) and twelve (12) feet from the edge of walkways requiring visual surveillance. Desert plants with thin stalks over three (3) feet high that allow for visual surveillance may be used in these areas.
56. Barrier plants, which have thorns or needles or a dense structure, shall be used below and to the sides of windows and adjacent perimeter walls, fences, and other building walls where desirable. Even where walls or windows occur closer than the six (6) or twelve (12) foot zones described above, barrier plants may be approved. Since the purpose of barrier plants is to discourage pedestrian through-traffic, some types of barrier plants may exceed three (3) feet.
57. When river-rock (stone) and other masonry materials are used, the material shall be embedded in concrete so that only one third (1/3) of the rock is exposed above ground, to prevent its removal by hand.
58. Location of trees and shrubs shall be coordinated with building plans in order to avoid conflicts between plant material at mature size and address number signs located on building elevations and freestanding signs.
- Note:** The following is a partial list of Zoning Ordinance requirements that must be addressed prior to the issuance of a building permit. This list is compiled to assist you in preparing landscape plan, which will conform to the minimum requirements of the Zoning Ordinance.

All new development shall conform to the following criteria:

- a. Landscape installations for new construction and whenever a new landscape plan is required to be filed for the entire site, except hotels and motels, shall limit the area of water intensive landscaping (including bodies of water, water features, and turf) to no more than twenty percent (20%) of landscapable area in excess of ten thousand (10,000) square feet.
- b. No Building Permit shall be issued until the Development Services Department has approved a landscape plan and an irrigation plan, and no Certificate of Occupancy shall be issued until the Development Services Department has approved the installation of the irrigation system and landscaping.

The required front and street side yards shall be entirely landscaped except for necessary and provided walkways and driveways. (Ordinance requirement)

The first twenty-five (25) feet of any yard adjacent to a street shall be entirely landscaped, except for necessary and provided walkways and driveways. (Southwest Overlay District requirement)

In addition to the minimum on-site landscaping, there shall be landscaping in the entire area of the right-of-way, between street property line and back of street curb except for approved driveways, walkways and bike paths.

Trees shall be required along all street frontages according to the following criteria:

- a. A minimum of one (1) tree shall be planted for every twenty-five (25) feet of lineal street frontage.
- b. Fifty percent (50%) shall be twenty-four (24) inches box size or larger with the balance being minimum fifteen (15) gallon size.
- c. The trees selected shall be compatible with the overall site and landscape plan, as well as adjacent sites.
- d. Street trees are defined as those trees located between the back of City curbs and the first fifteen (15) feet on site. Trees in parking lots are not included in this category.

The designated street tree for Elliot Road is the Chilean Mesquite.

Designated street tree should comprise seventy-five percent (75%) minimum of the total quantity of required street trees.

No more than three (3) different species of trees shall be utilized as street trees on any site/project.

Replace any dead or missing plant material. (Ordinance requirement)



Each landscape island shall include a minimum of one (1) tree of fifteen (15) gallon size and five (5) ground covers of one (1) gallon size for each parking stall length. (Ordinance requirement)

A minimum of fifty percent (50%) of the landscaped areas are to be planted with vegetative ground cover. Minimum size and spacing to be one (1) gallon size plants at a maximum spacing of three (3) feet on center.

Any field modifications to the final landscape plans are to be approved by staff prior to installation. If modifications are made, as-built landscape plans shall be submitted to the Planning Division prior to issuance of Certificate of Occupancy. (Ordinance requirement)

## **SIGNAGE**

59. Provide details of address signage for review.
60. No exposed conduits or raceways are allowed for any signage.
61. All buildings within the City shall display address signage as follows:
  - a. The location of all address signage shall be subject to approval by the Planning and CPTED staff.
    - 1) Address signs should be mounted in a permanent stationary and durable manner and should remain unobstructed at all times by trees, shrubs or vines, or anything that would tend to hide or obscure the number or letter, and shall be visible at all times from public access to the property
    - 2) No other number should be affixed to a structure which might be mistaken for, or confused with, the number assigned to that structure.
  - b. Address numbers shall be of contrasting color to the background to which they are attached (minimum 70% contrast).
  - c. Shall be illuminated, from dusk to dawn, by either direct, back, or halo lighting, unless otherwise provided.
  - d. Alley gates, curbside mail boxes, and commercial or industrial rear door suite numbers are exempt from illumination requirement.
62. Multi-family, industrial and commercial buildings shall conform to the following:
  - a. Each principal building shall display the number, or letter, assigned on each primary elevation of each building.
    - 1) If the side of the structure is less than sixty (60) feet in length, then only one number or letter needs to be displayed on that side.
    - 2) The numbers or letters assigned to each individual suite in a commercial or industrial development should be displayed at both the front and rear entrances.

**Note:** The following is a partial list of Zoning Ordinance requirements that must be addressed prior to the issuance of a sign permit. This list is compiled to assist you in preparing sign drawings, which will conform to the minimum requirements of the Zoning Ordinance.

Obtain separate sign permits prior to installation of any signs. (Ordinance requirement)

If necessary, obtain a variance(s) for signage prior to issuance of a sign permit(s). (Ordinance requirement)

Letter and numeral height for address signs shall not exceed twelve (12) inches.

Provide a masonry base for all freestanding signs. (Ordinance requirement)

Address numerals shall be included on all freestanding sign structures. The numerals shall be no smaller than four (4) inches in height. (Ordinance requirement)

Sign illumination must conform to the Dark Sky Ordinance. Details to be approved by staff prior to issuance of a sign permit(s).

### **GENERAL**

65. A security plan is required to be approved prior to issuance of any permits. Contact William "Buck" Rogers of the Tempe Police Department (480-350-8542).
66. Should this property be divided into two or more lots, review and approval of CC&R's in a form acceptable to the City Attorney and Development Services Department Director must take place prior to recordation of the plan or plat. These CC&R's shall provide (at a minimum) for all landscaping on site to be maintained by a single responsible entity according to the landscape plan approved by the City that no amendments to the CC&R's or lot splits of the property may be recorded until reviewed and approved by the City.

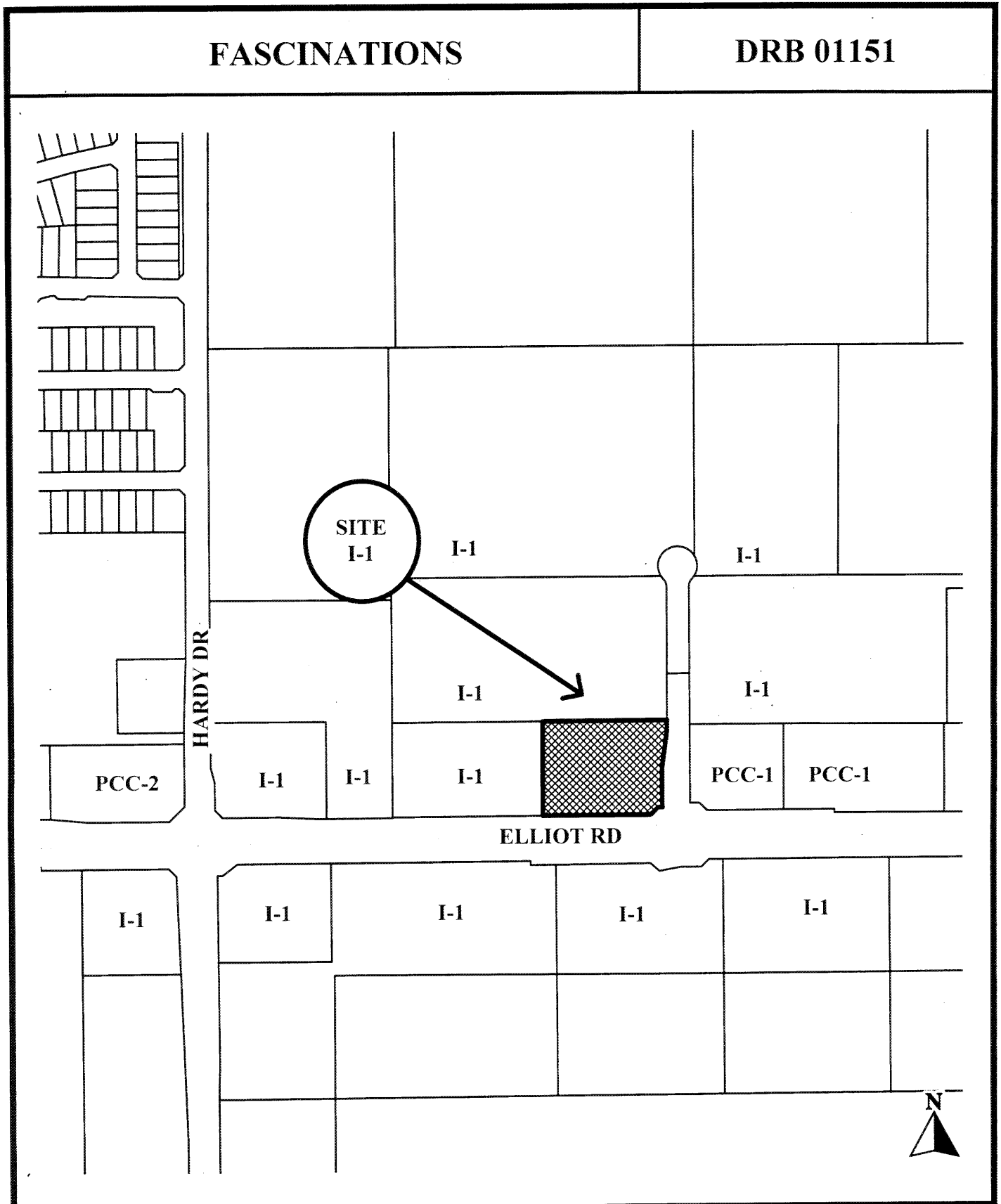
**Note:** The following is a partial list of Zoning Ordinance requirements that must be addressed prior to the issuance of a building permit. This list is compiled to assist you in conforming to the Zoning Ordinance.

Height limitations shall apply as follows:

- a. Antennae and towers; however, all antennae and towers greater than thirty-five (35) feet in height, measured from the top of the curb at the midpoint of the front of the lot, shall require a Use Permit from the Board of Adjustment. Any antenna or tower exceeding thirty-five (35) feet measured from grade shall be located at least one (1) foot from all property lines for every foot of the antenna's or tower's height above grade.
- b. The following criteria shall apply to flag poles:  
Thirty-five (35) foot maximum height whether ground mounted or mounted on buildings. The height shall be measured from top of curb.

Verify all comments by the Public Works Department, Development Services Department and Fire Department, given on the Preliminary Site Plan Review dated 12/1/2000 and 3/2/2001. Any comments which result in changes which affect Design Review Board approval of this project shall be reviewed and approved by staff prior to issuance of building permits.

**Details to be submitted and approved by staff prior to issuance of building permits.**



**Location Map**

12 July 2001

**City of Tempe  
Development Services Division  
Planning Department  
Design Review**

**Narrative Statement for Fascinations, 838 West Elliot Road**

The current submittal is in response to comments by the Design Review Board of this project reviewed earlier this year. As such, it is a significantly new project in the scope of new work presented in response to those comments. In the intervening time we have met with staff, reviewed the comments expressed at the first DR meeting by the board, reconsidered internal and external organizational matters and seriously examined recent retail design in Tempe. Additionally, the west half of the property, previously indicated as "Future", now has our proposal for a multitenant office warehouse, with quasi commercial opportunities, fully planned and designed, in a compatible architectural expression.

In meeting with city staff on April 17 it was indicated by Steve Venker that the preferred siting of the facility was to the front, at the setback limits, with parking in the rear. This is a staff requirement subject to their knowledge of the immediate vicinity and one in which we concur. There is no requirement, implied or otherwise expressed so as to preclude our positioning this building at the front setback line, especially in light of other, local site conditions such as the nonuse proviso of the first 10 feet on site for on-site retention purposes. In our experience, using the building to self screen the parking is effective, efficient and the preferred site planning solution to many development projects.

The approximately 11,000 sf retail facility occupies a corner lot on a heavily traveled commercial and industrial corridor. The owners goal was to take advantage of the visibility of the site, provide an upscale retail facility compatible with the surrounding area and provide a safe retail environment for the customers and staff.

The building is sited so as to provide optimum visibility of the building at the corner site while providing convenient parking at the rear of the site immediately adjacent to the actual entry to the facility. All parking is behind the building with two entry drives, one off Elliot and one off Roosevelt, to provide optimum site circulation for customers, staff, service and emergency vehicles.

The entry drive off of Elliot is so positioned to provide future access to the adjacent vacant property which will be developed at a future date. All perimeter landscaping and required screen walls shall be installed with the first phase of construction.

Perimeter and on-site landscape meets or exceeds city code requirements in every respect. The designated street tree for Elliot Road is Chilean Mesquite, with 75 percent of the required total to be of this species. This has been provided. In light of the mature height and spread of the designated street tree, we have provided some relief in using Shoestring Acacia. We have also proposed an extensive amount of trees in the parking lot in both number and size at installation. This is to provide relief to the parking lot and comfort to customers and staff vehicles.

The building massing, from a conceptual standpoint, is similar to what was previously submitted, but a more developed, mature concept with strong regional and local metaphors, character and expression. In plan, and massing, the building is contemporary, lean and uncluttered. In terms of specific forms, textures and colors, the southwest's own indigenous prototypes provided the inspiration. From prehistoric granaries to defensive structures providing shelter from the elements and enemies alike, we are inspired to utilize the cylinder forms punctured by minimal windows in a striking blue green glass. From the mesas and upswEEPing of the entire state, we were influenced to use a sloped parapet. The rolling lines of the stucco element indicate successive 2" projections, from bottom to top, reflecting the layering of Arizona's canyon country.

Because the building occupies a corner site, with all parking behind the building, turning the corners of the building was particularly important as a design concept. The curves at the southeast and southwest corners soften the actual turning of the corners, provide visual, textural and massing contrasts to the rest of the building and allow a certain unique visual expression to the building. The interior expression of these forms also provides a visual and spatial relief to the uninterrupted volume of the space and affords some area for specialty sales areas.

The entrance at the north side is expressed through a cylinder, truncated at the top as a contemporary expression of a historical precedent and it is also "carved out" to provide a bold entry expression. Also, the actual alignment of the storefront doors are at an angle to the adjacent parking alignment and are a continuation of contemporary expression in traditional forms. The material of the cylinder, split face block, relates to the other mass of split face at the southwest curved corner. The repeating of material at significant locations acts a visual clue, relieves the boredom of too much of the same material and provides some architectural excitement. Windows through the cylinder provide visual security both from within and without as well as lighting for an interior atrium immediately inside the building. The round form is further enhanced by a change in color and texture on the sidewalk paving which profiles exactly the overhead curved form. Also, the curved form continues through the interior, completes the full circle of the cylinder and is expressed both in a ceiling plane and the continuation of the paving material on the floor plane.

On the two street sides, Elliot and Roosevelt, a series of angled, offset walls, provide architectural interest as well as satisfy the staff requirements for a series of, if even small, windows into the facility. These 20" wide by 14' high (the interior ceiling height) are screened from the sun and direct visual site lines from the street by their positioning. All glazing in the building is proposed as blue green. At night, both interior lighting as well as architectural down lighting will accentuate the rhythm, movement and visual interest of these walls. These walls are a very deliberate marked contrast to the rest of the building, including the curved or cylindrical elements as well as the straight, functional, north wall.

A series of 32" square windows are found throughout the building. On the north and west side these windows are placed high over the retail functions on the interior but are not dissimilar to many other retail buildings of comparable size.

The prominent, partially cylindrical form at the southeast corner of the site, is made from 8x8x16 center scored CMU grid block, as is most of the rest of the field block on this facility. At this form, a series of 32" square windows provide daylight into the facility and visually express the curve at night. A band of 32" square panels of 8x8 split face block below the windows also provides visual and textural relief to the grid block and further reinforce the curved form, which of itself is respectful of the corner and provides relief to what could otherwise be a very straightforward line profiling the setback. Also on this form, again in panels of 32", above alternate windows, split face block provides the background for placement of architectural lighting.

The colors of the materials, beige's and light browns with reddish mauve overtones are reflective of Arizona, historically, regionally and locally. The blue green glass with darker blue powder coat mullions is again, an integral part of Arizona's visual heritage and culture.

We have used the pattern and form of the offset walls of the building to provide visual and architectural unity in the on-site landscape parking screen walls. There are no continuous, straight screen walls on this site.

We have meet or exceeded every design guideline that we are aware of on this building. We are, logically, proposing utilizing many, most, of the same design motif on the proposed adjacent building, in due time. We are confident our proposed building and site development standards are compatible with the neighborhood and support the long established development criteria of which Tempe is so rightly proud.

# PROJECT DATA

SITE AREA 82,268.22 S.F. NET, 1.89 AC  
 PHASE I 38,271.30 S.F. NET, 0.88 AC  
 PHASE II 43,996.96 S.F. NET, 1.01 AC

ZONING I-1 LIGHT INDUSTRIAL

BUILDING AREA	<u>FASCINATIONS</u>	<u>MULTI-TENANT</u>
NET OCCUPIABLE	10,863.95 S.F.	8,898.00 S.F.
GROSS	11,166.38 S.F.	9,155.83 S.F.

TOTAL BUILDINGS FOOTPRINT 20,322.21 S.F.  
 SITE COVERAGE 24.70%

LANDSCAPE AREA 17,194.14 SF  
 SITE COVERAGE 20.90%

PARKING		
PARKING	43.46 @ 1/250	FUTURE (@ 1/222)
BIKE	3.62 @ 1/3000	FUTURE
TOTAL REQUIRED	43.46 (w/ 2 ADA)	FUTURE
TOTAL PROVIDED	46 (w/ 2 ADA)	FUTURE (40)

GOVERNING CODES

UNIFORM BUILDING CODE:	1994
UNIFORM MECHANICAL CODE:	1991
UNIFORM PLUMBING CODE:	1991
UNIFORM FIRE CODE:	1994
NATIONAL ELECTRICAL CODE:	1996

GOVERNING AGENCIES

BUILDING DEPARTMENT:	CITY OF TEMPE
PLANNING DEPARTMENT:	CITY OF TEMPE
FIRE DEPARTMENT:	CITY OF TEMPE
PUBLIC WORKS DEPARTMENT:	CITY OF TEMPE

BUILDING JUSTIFICATION

OCCUPANCY TYPE:	
TYPE OF CONSTRUCTION:	VN, AFES
ALLOWABLE AREA:	8,000 SF
SIDE YARD INCREASE:	N/A
SPRINKLER INCREASE:	300%
TOTAL AREA ALLOWED:	24,000 SF
ACTUAL AREA	
GROSS	11,337.32 SF

OWNER  
 L.J. CONCEPTS, INC.  
 1219 WEST GENEVA  
 TEMPE AZ 85282

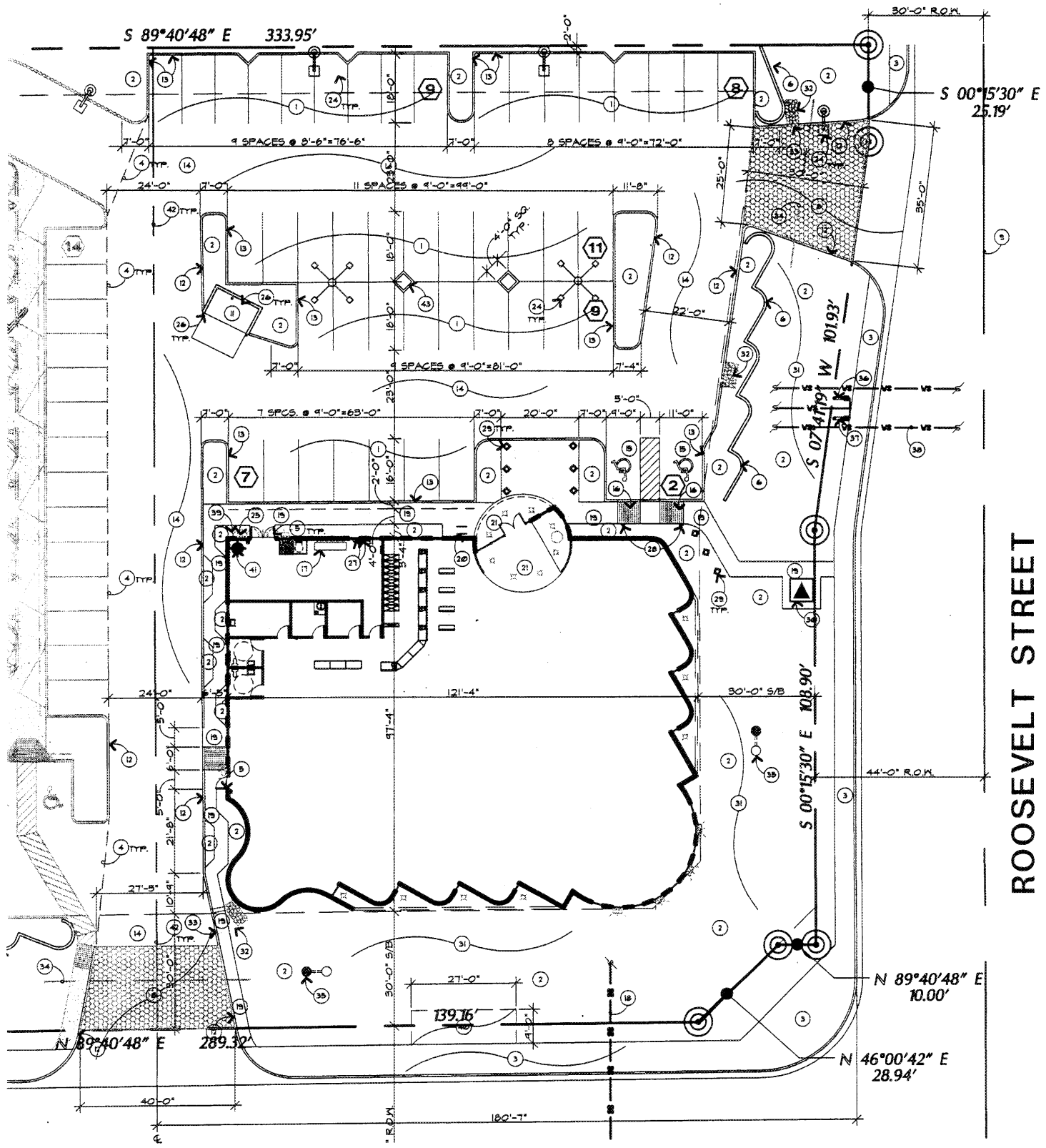
PAT JAGOS  
 (480)921-8006

ARCHITECT  
 ARCHITECTURAL TEAM THREE WILLIAM H. HUNSE,  
 621 S. 48TH STREET ARCHITECT  
 SUITE 101 AZ REG NO. 10861  
 TEMPE AZ 85281 (480)968-6282  
 (480)968-5434 FAX

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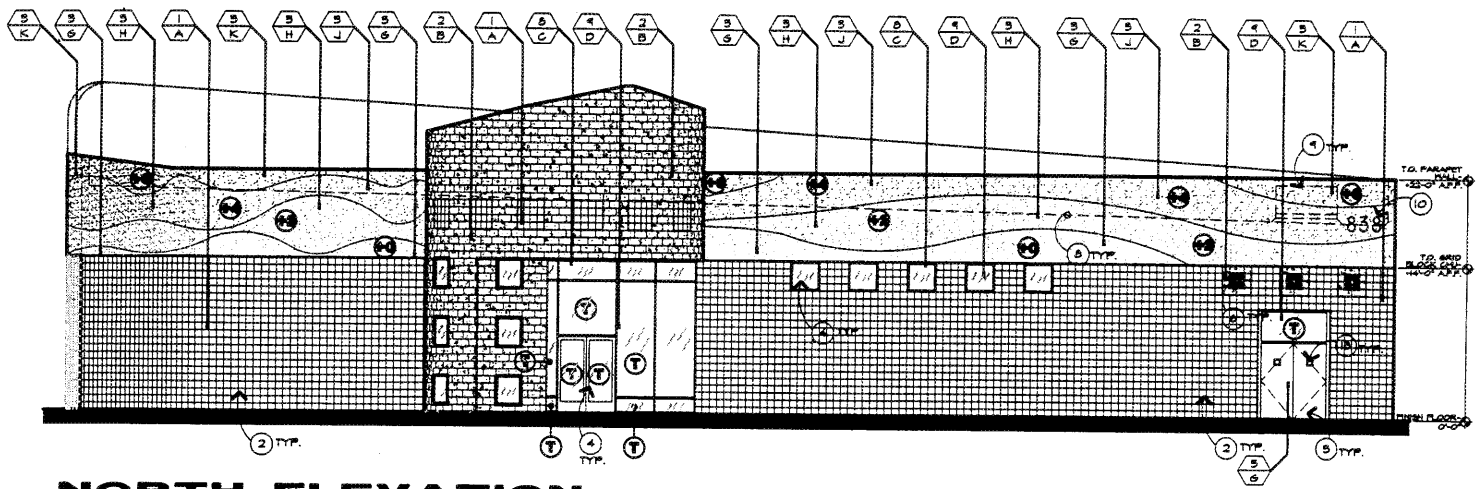




ROOSEVELT STREET

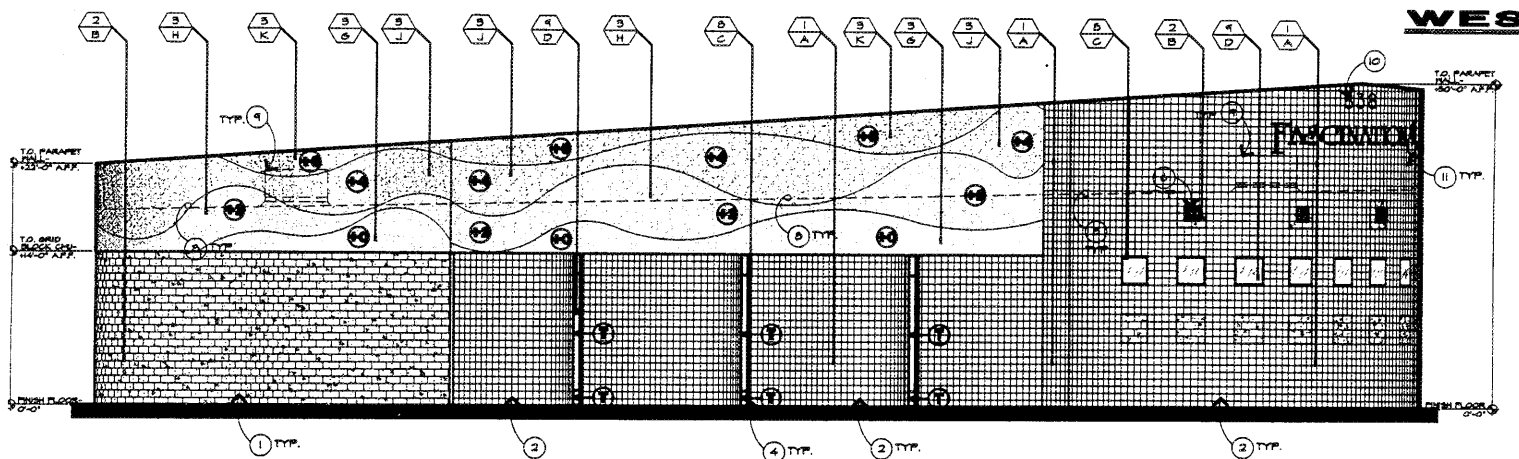
## NOTES

1. NEW PARKING- SEE PROJECT DATA
2. NEW LANDSCAPE AREA- SEE L.S. PLAN
3. EXISTING CONCRETE SIDEWALK- FIELD VERIFY LOCATION
4. EDGE OF PAVEMENT (THIS PROJECT, THIS PHASE)- PROVIDE TEMPORARY 6" EXTRUDED CURB- T.B.R. \* PHASE II
5. NEW EXTERIOR MAN DOOR- SEE DOOR SCHED.
6. 3'-0" PARKING SCREEN WALLS- SEE DETAIL XX/XX
7. NEW 4" THK. x 6'-0" WIDE CONT. SIDEWALK
8. NEW SITE DRIVEWAY- w/ UNIT PAVER UPGRADE- SEE CIVIL PLANS
9. CENTERLINE OF EXISTING STREET
10. NEW 8'-0" CMU SITE WALL- SEE DTL. XX/XX
11. REFUSE ENCLOSURE- 6'-0" HIGH CMU WALLS- SEE DETAILS 8/- & 12/-
12. 6" P.I.P. CONC. CURB \* HIGH TRAFFIC AREAS- SEE DETAIL 12/SD-2
13. 6" EXTRUDED CONC. CURB \* PARKING- SEE DETAIL 12/SD-2
14. ASPHALT PAVING- SEE CIVIL PLANS
15. H.C. ACCESSIBLE SPACE w/ ACCESS AISLE- SEE DETAIL 14/SD-2
16. H/CAP ACCESSIBLE RAMP- SEE DTL. XX/XX
17. SERVICE ENTRY SECTION LOC.- SEE ELEC.
18. EXISTING SEWER TAP- SEE CIVIL PLANS
19. 4" THICK P.I.P. EXPOSED AGGREGATE CONC. SIDEWALK- NO COLOR ADDED
20. REQUIRED BICYCLE PARKING SECURITY RACK- SEE DETAIL 13/SD-2
21. 4" THICK P.I.P. EXPOSED AGGREGATE CONC. SIDEWALK- COLOR BY ARCHITECT
22. BUILDING WATER SUPPLY LOCATION- SEE CIVIL & PLUMBING PLANS
23. EXISTING FIRE HYDRANT- SEE CIVIL PLANS
24. POLE MOUNTED SITE LIGHTING- SEE DETAIL 22/SD-2 & ELECTRICAL PLANS
25. HOSE BIBB \* 24" AFF.- SEE PLUMBING PLAN
26. 4" \* CONC. FILLED STEEL PIPE BOLLARD- SEE DETAIL 5/SD-2
27. ELECTRIC PANEL- SEE ELECTRICAL PLANS
28. HANDICAPPED PARKING SIGN- SEE DETAILS 4/SD-2 & 17/SD-2
29. LIGHT BOLLARD- SEE ELECTRICAL PLANS
30. NEW ELECTRICAL TRANSFORMER LOCATION- SEE ELECTRICAL
31. RECESSED LANDSCAPE/RETENTION AREA- SEE LANDSCAPE AND CIVIL PLANS
32. RIP RAP RIVER ROCK- EROSION PROTECTION- SEE CIVIL PLANS
33. 12" CURB BREAK- SEE DETAIL 10/SD-2 & CIVIL
34. 8" \* PIPE CONNECTING CATCH BASIN TO RETENTION AREA- SEE CIVIL PLANS
35. DUAL CHAMBER DRYWELL- SEE CIVIL
36. 1" DOMESTIC WATER METER w/ 1 1/2" R.P.B.F.P.
37. 1" LANDSCAPE WATER METER w/ 1" R.P.B.F.P.
38. 6" AFES WATER SUPPLY LINE TO BUILDING
39. WALL MOUNTED FIRE DEPT. "Y" CONNECTOR
40. FUTURE BUS SHELTER EASEMENT
41. AFES RISER- SEE FIRE PROTECTION PLANS
42. FUTURE PROPERTY LINE
43. LANDSCAPE DIAMOND- SEE DETAIL XX/XX



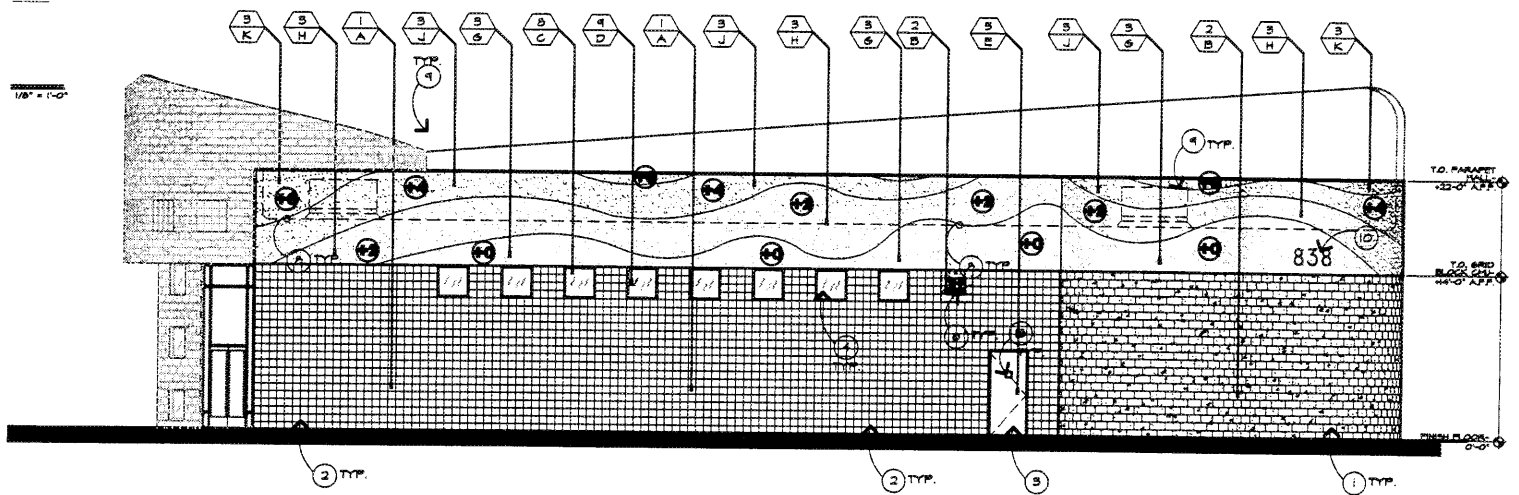
**NORTH ELEVATION**

SCALE 1/8" = 1'-0"



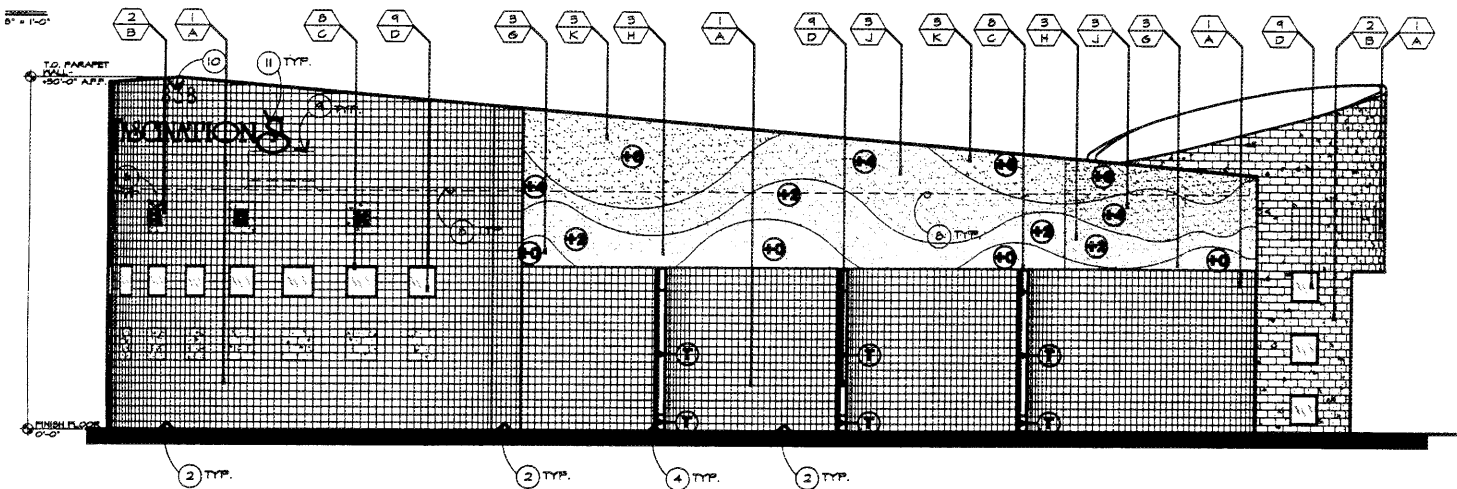
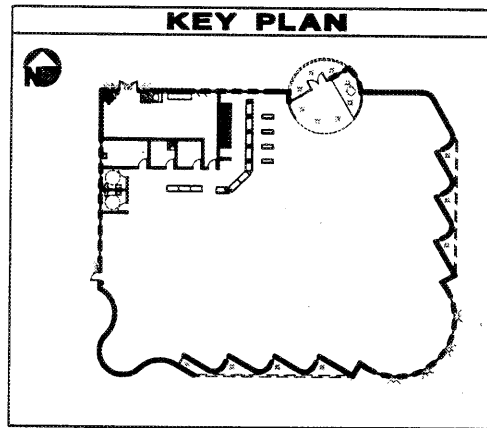
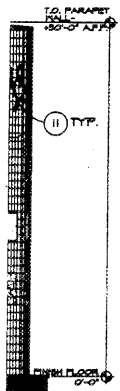
**SOUTH ELEVATION**

SCALE 1/8" = 1'-0"



**WEST ELEVATION**

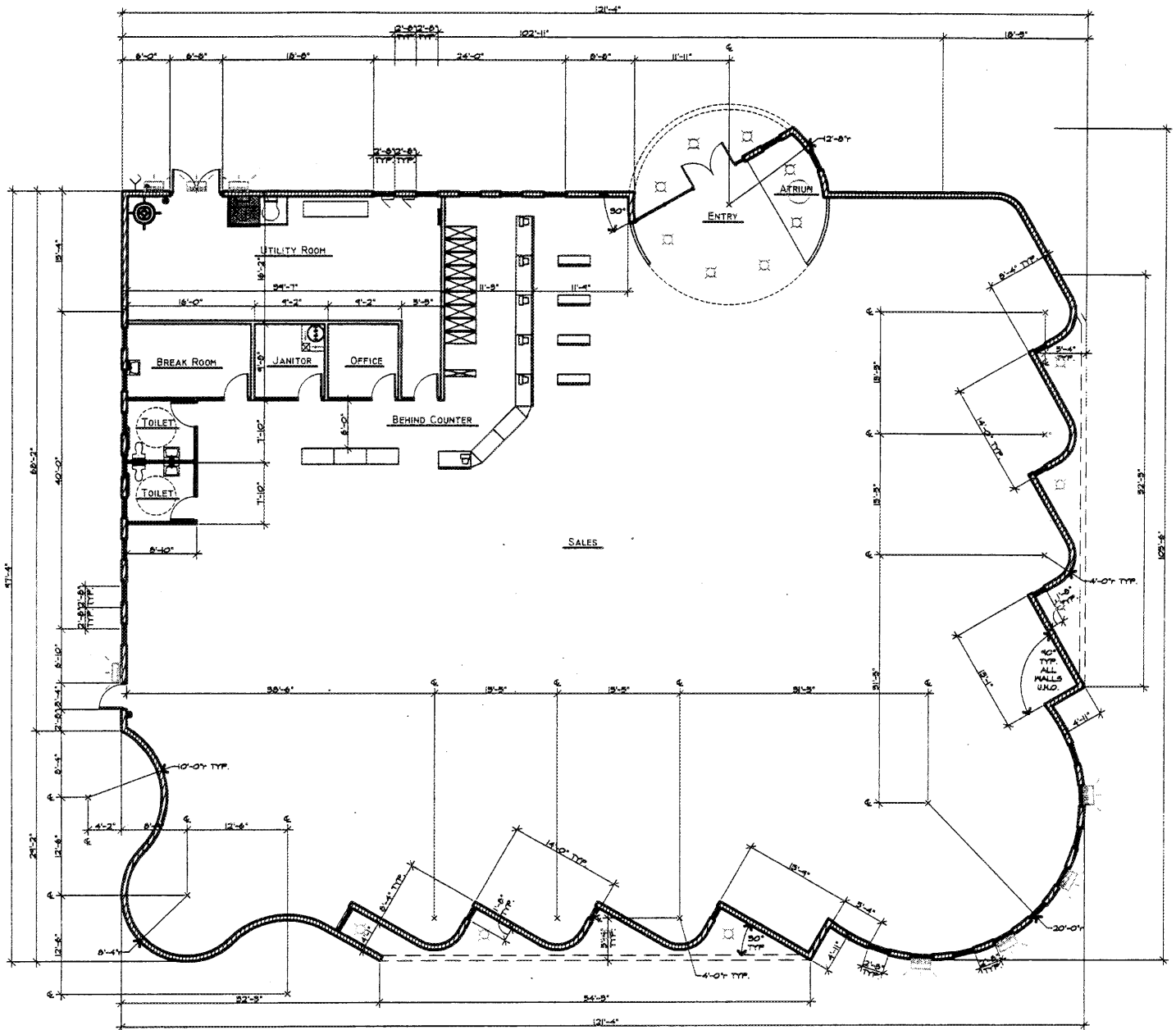
SCALE: 1/8" = 1'-0"



**EAST ELEVATION**

SCALE: 1/8" = 1'-0"

EXTERIOR FINISH NOTES	EXTERIOR FINISH MATERIAL SCHEDULE	EXTERIOR FINISH/COLOR SCHEDULE	KEY NOTES
T.O. = TOP OF ... NOTE: ALL MATERIAL/FINISH MARKERS SHOULD BE ASSUMED TO BE "TYP." UNLESS NOTED OTHERWISE. FINISHES ARE TO EXTEND AROUND ALL EXPOSED SURFACES, WHETHER OR NOT THEY ARE EXPLICITLY SHOWN IN THE ELEVATIONS, SUCH AS AROUND ALL FOUR SIDES OF FREE STANDING COLUMNS, ALL MISCELLANEOUS TRIM AND ITEMS SUCH AS PIPE GUARDS ARE TO BE PAINTED. BUILDING SIGNS ARE UNDER A SEPARATE PERMIT. DO NOT SCALE DRAWINGS PROVIDE LIQUID WATERPROOFING ("RAINGUARD") ON INSIDE SURFACE OF ALL EXPOSED MASONRY PARAPET WALLS. PROVIDE MEMBRANE WATERPROOFING FOR ALL WALLS WHERE ADJACENT GRADE IS HIGHER THAN FINISH FLOOR. ① = TEMPERED GLASS LOCATION ② = PROJECTION OF BUILD-OUT BEYOND FACE OF 4" STUD FRAMED PARAPET WALL - SEE WALL SECTIONS FOR FURTHER INFO	<div>1</div> <div>2</div> <div>3</div> <div>4</div> <div>5</div> <div>6</div> <div>7</div> <div>8</div> <div>9</div> <div>10</div> <div>11</div>	<div>A</div> <div>B</div> <div>C</div> <div>D</div> <div>E</div> <div>F</div> <div>G</div> <div>H</div> <div>J</div> <div>K</div> <div>L</div>	1. 8"x16" SPLIT FACE CMU WALL - SEE FIN. SCHED. 2. 8"x16" GRID BLOCK CMU WALL - SEE FIN. SCHED. 3. EXTERIOR DOOR & FRAME - SEE DR. SCHEDULE/ELEVATIONS: SHT A-2 4. ALUM. STOREFRONT SYSTEM W/ MEDIUM BRONZE GLAZING - SEE SHEET A-1 5. STANDING SEAM METAL ROOF - SEE FIN. SCHED. 6. EXTERIOR LIGHT FIXTURE - SEE ELECTRICAL 7. 8" STD. STEEL PIPE COLUMN 8. DASHED LINE INDICATES SLOPE OF RF. BEYOND WALL - SEE ROOF PLAN 9. ALL ROOFTOP UNITS TO BE FULLY SCREENED FROM VIEW BY PARAPET - SEE MECH. PLANS 10. ADDRESS NUMERALS IN CONTRASTING COLOR AGAINST BACKGROUND MATL - PER CITY OF PEORIA STANDARDS. VERIFY ALL ADDRESSING WITH CITY OF PEORIA PRIOR TO COMMENCEMENT OF WORK ON THIS PROJECT. 11. ALL EXTERIOR SIGNS REQUIRE A SEPARATE SIGN PERMIT AND COMPATIBILITY W/ THE BUILDING ARCHITECTURE. A COMPREHENSIVE APPROVED SIGN PACKAGE IS REQUIRED PRIOR TO ISSUANCE OF ANY SIGN PERMITS. 12. NOT USED. 13. 6"x6" LEXAN SECURITY WINDOW IN DOOR - SEE DOOR TYPE ELEVATIONS: SHEET A-2
	<div>1</div> <div>2</div> <div>3</div> <div>4</div> <div>5</div> <div>6</div> <div>7</div> <div>8</div> <div>9</div> <div>10</div> <div>11</div>	<div>A</div> <div>B</div> <div>C</div> <div>D</div> <div>E</div> <div>F</div> <div>G</div> <div>H</div> <div>J</div> <div>K</div> <div>L</div>	SUPERLITE BLOCK - INTEGRAL COLOR "PEACH" 6016.0 SUPERLITE BLOCK - INTEGRAL COLOR "COCOA BROWN" 6013.0 POWDER COAT FINISH COLOR MEDIUM BRONZE GLAZING PAINT TO MATCH ADJACENT SURFACE FACTORY FINISH (MATCH ADJ. SURFACE) STUCCO COLOR 1 STUCCO COLOR 2 STUCCO COLOR 3 STUCCO COLOR 4 STANDING SEAM METAL ROOF COLOR
	<div>1</div> <div>2</div> <div>3</div> <div>4</div> <div>5</div> <div>6</div> <div>7</div> <div>8</div> <div>9</div> <div>10</div> <div>11</div>	<div>A</div> <div>B</div> <div>C</div> <div>D</div> <div>E</div> <div>F</div> <div>G</div> <div>H</div> <div>J</div> <div>K</div> <div>L</div>	8" x 8" x 16" - CENTER SCORED GRID CONCRETE BLOCK 8" x 8" x 16" SPLIT FACE CONCRETE BLOCK 3 COAT CEMENT PLASTER W/ SPANISH TEXTURED FINISH LIGHT FIXTURE - SEE ELECTRICAL PLAN EXTERIOR METAL DOORS & FRAMES #4 REBAR GRID @ 8" O.C. STD. STEEL PIPE COLUMN ALUMINUM STOREFRONT SYSTEM 1/4" THICK GLAZING - TEMPERED AS NOTED NOT USED NOT USED



## FLOOR PLAN. FASCINATIONS

AREA: 11,640.46 S.F. (GROSS), 10,897.18 S.F. (NET)

SCALE: 1/8" = 1'-0"



ALL DIMENSIONS ARE TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION. THE DESIGNER IS TO BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES, AND BE ALLOWED THREE WORKING DAYS TO REVISE AND/OR CORRECT SAME. THE DESIGNER ASSUMES NO LIABILITY FOR FIELD CORRECTIONS OR INTERPRETATION OR FOR CONSTRUCTION FAULTS RESULTING FROM SAME.

JUN - 8 2001

38 W. ELLIOT ST.  
AZ TEMPE


$$1' = 20 - 0'$$

NOTE  
RIVER ROCK & RIPP-RAM TO BE SPECIFIED  
ON DRAWING & TO BE USED FOR ALL OF THE

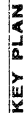
DISCOUNTED TREES (THIS PHASE ONLY)	
PROFITABLE @ \$100/STB 1/05 L.F.	
BELLSHILL	316 1/2/70 L.F. @ 34 TREES 15 TREES PROVIDED 15A CHILMAN PROVIDED
BRIDGEMOUNT	766 1/2/70 L.F. 1024 TREES 0 TREES PROVIDED
1 PER L.B. INLAND	3 TREES REQUIRED 3 TREES PROVIDED
TOTALS	33 TREES REQUIRED 34 TREES PROVIDED
AREA, TOTAL LOCATING (THIS PHASE) 114140	

### PLANTING NOTES

**D** Call 1-800-875-8282 for more information.  
283-1100  
1-800-STAKE-IT  
(PAPER STAKE-IT)



ALL DIMENSIONS ARE TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION. THE DESIGNER IS TO BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES, AND BE ALLOWED THREE WORKING DAYS TO REVISE AND/OR CORRECT SAME. THE DESIGNER ASSUMES NO LIABILITY FOR FIELD CORRECTIONS OR INTERPRETATION ON FOR CONSTRUCTION FAULTS RESULTING FROM SAME.



## KEY NOTES



180 WORKING DAYS BEFORE YOU DIE.  
CALL FOR THE BLUE STAKES  
**263-1100**  
BLUE STAKES CHURCH  
CALL COLLECT



ALL DIMENSIONS ARE TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION. THE DESIGNER IS TO BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES, AND BE ALLOWED THREE WORKING DAYS TO REVISE AND/OR CORRECT SAME. THE DESIGNER ASSUMES NO LIABILITY FOR FIELD CORRECTIONS OR INTERPRETATION OF OR FOR CONSTRUCTION FAULTS RESULTING FROM SAME.

NOTE:  
ALL INTERVIEWERS SHOULD RECORD A SEPARATE  
SCHEDULE AND COMPATIBILITY WITH  
EVIDENCE ASSESSMENT.  
A CONFIDENTIALITY AFFIDAVIT SHOULD ALSO BE

TULUING, OR PROJECT STAINING, ELIMINATES CONCRETE PANTS, FLOORS, WALLS AND CEILING. CONCRETE REPAIRS SMALL CRACKS AND CORROSION REPAIRS SMALL CRACKS. THROUGHOUT THE PROJECT, THE USES SPECIFICALLY NOT NECESSARILY BE LIMITED TO DOORS, HANDRAILS, MURBLES, LIGHTS, AND RE-CHARGEABLE BATTERIES. WALL FINISHES, FLOOR COATINGS, CEILING MATERIALS AND FINISHES, AND ACCESSORIES.

## **VERBATIM MINUTES FOR:**

### **DRB01151 FASCINATIONS**

(Building elevations, site plan and landscape plan)

838 West Elliot Road

I-1, Light Industrial District and Southwest Overlay District

Meeting of August 15, 2001, Design Review Board:

Mr. Bill Regner, Chairperson: Thank you, Mr. Tamulevich. Just a couple of comments before we start, before we go to the staff report. On this application before us there are, historically we've had some comments regarding, some difference of opinion the appropriateness of this particular project due to the use, and I want to make sure that everyone understands that the purview of this Board is restricted to issues involving the design, the layout of the site plan, the signage, its relationship to the adjacent properties, its compatibility in design to adjacent properties, and whether the project in itself works. So all comments will please be restricted to those areas that are within the purview of this Board. Do we have any representatives from the community wishing to speak this evening? I see one person. Ok, please fill out one of the green cards and we will ask you to come up and speak at the time, after the applicant has made their presentation. We'll go now to the staff report.

Mr. Jeff Tamulevich, Planner II: Mr. Chairman and the Board, we believe that the applicant has examined the project very closely and has produced a submittal that is very different from what they originally proposed to you. Staff is recommending that the Board approve the project based on the conditions as provided by staff.

Mr. Regner: Thank you Mr. Tamulevich. Will the applicant present?

Mr. William Hunse, Architectural Team Three: My name is Bill Hunse, Principal of Architectural Team Three in Tempe. We have had an office since 1980 at 621 South 48<sup>th</sup> Street in Tempe. This project has been before you once previously officially, and twice previously in some other forms. Most of you have seen all of the aspects of this project. What I'd like to do at the moment is perhaps take a different tone or different tactic to best try and keep us on focus. Architects are form-givers. We get programs, sites and budgets. We take those programs, sites and budgets, work with cities on codes, zoning issues, and try and create form. We create form for commercial purposes, residential purposes, fun...none of us start out to do bad design, and very few architects start out to do award winning design. In both extremes, it usually winds up in one level of a disaster or another. I have been fortunate to have served on your Board for nearly nine years, five as Chairman, and have some awards in Tempe. Two them in the nearby vicinity of this project. I've also served, actually I don't know exactly how many times but three anyway, on the selection boards for design awards in Tempe. We rather routinely submit projects to this and other cities and with some effort and input from Boards such as yours or staff, depending on the procedure in other communities, those projects go on to be built. I'm here to tell you tonight that this is good design. It may not be award winning, but it's not bad design. I've sat on your Board and I've seen bad design. I saw nine years of sometimes marginal projects, sometimes good projects, and sometimes exceptional projects. I'm here to tell you that this is good design, this is good site design, this is effective use of materials, this is an effective interpretation of a program. This is not poor design; this is good design. We recognize some unique attributes about this site (and if someone could help me focus here)...I've certainly done my share of retail, commercial and industrial properties. I've been fortunate to do some on corners; this is a corner site, this is Roosevelt, north/south, Elliot Road, east/west. There's some unique things about a corner, corner of a street, corner of a building. We have addressed three corners of this building in a unique way. It so happens also that it works internally functionally to create some variety and interest on the inside for the owner's use.

We were, in the first submittal, we did not do anything on this site to our west; we now have a building that's designed consistent with this building. We reconsidered the elevations rather substantially, and came up with four rather distinct and unique elevations that work together as a whole, that work together in respect to the site, that work regionally, locally, and are interesting in form, color, character, texture. The corner, we've respected the corner by using a large round, cylinder element, that is how we turn the corner. We have an internal corner to the site at the west; it's an undulating form that's found in both the west elevation and the south elevation. And also, on the north, we have eased the corner which, if you'll refer to your packets and look at a building plan or a site plan, you'll see that that, in fact, is not a 90 degree corner. There's one 90 degree corner on this building; it's at the northwest here, fully internal to the site. We also created visual interest and some punch and some character in the covered entry in this location and opened it up substantially with a glass storefront. Perhaps some of this is more illustrative in the model; I tried this last outing and I think it worked.

This is our south elevation to you; this would be east; north is to me; and this is west. One of the considerations that we looked at from the very first presentation was some of the bunker like or warehouse like considerations that some of you felt were what the building expressed. We kept some elements, we moved some elements, we reconfigured some elements. You recall in the first project we had two cylinders, one on the southeast corner, one on the back which is more internal to the building in terms of how it turned out. We kept this area quite similar in some respects; we added some undulated walls in two elevations, the two street side elevations. We turned the corner, respected the corner, we did not put the cylinder internal to the building. We recognized the significance of the corner in both height and form. We used a cylinder on the north side to signal to the parking lot, that this is the entry, this is all glass on this elevation, this is covered to provide sun and weather protection. We did not need this height throughout this building. We didn't have a need to be 30 ft. tall, we had a need for some height to accommodate things functionally, so we raked it down on two sides....

Mr. Stephen Venker, Principal Planner: Excuse me, Mr. Hunse you need to position yourself so that you can be heard; the model is covering up the microphone at this point.

Mr. Hunse: Not working? OK. Though we thought we did an adequate job in the first presentation without the model, the requirements were for a model, we have a model. The model is here, we can bring it up and we can all get very close to the model if you so desire. In the elevations, we used the rounded cylinder form on the north elevation to punctuate the entry. The mass of the building is broken up in several ways: the rake of the roof line; the material delineation between the lower part and the upper part of the building; rounded forms on the southeast side. Emphasis is given to the round side of the building by a series of either windows or reversing the materials from 8-8-16 center scored, which is the predominant material in peach, to the cocoa 8-8-16 split face. We've also got windows around there.

The parapet takes on, we think, some rather interesting and distinctive characteristics; furthermore, it will create a wave like effect, reflecting to some extent the wave elements that are used vertically in the walls, and we've used color we think that's reflective of Arizona: the sunset, the mountains, that's also part of the reason for the rake on the roof, as Arizona generally upslopes, we've got canyon country here, that's some of the forms and overlapping forms that are in the parapet itself. I believe this was in your packet which gives a more, or a better interpretation of the colors, those are actual paint selections. You've got an OK color copy of it; if you want to see actual samples, they're here.

I have a need to go back over some things from the first presentation, relative to concerns. On more than one occasion we heard issues relative to the site planning and positioning of the building. Until yesterday, I was unaware that there's a project approved and under construction immediately to our east. That would be this building right here. Curiously, it has curved form on the corner. Curiously, all the parking is in the back. Curiously, it's kind of interesting how these two buildings bookend this street. We think we're right; we think staff is right; we think that this dynamic on this corner is more interesting than any other way you could solve this corner. Also, a little bit further east, this building's already been

approved and it does set back a little bit but not a lot. There were some concerns at the time of the first site plan about compatibility. We have some comment about our building in this neighborhood. We have 200-to-300,000 s.f. buildings in the immediate neighborhood. The project already built immediately to our west as well as the ones that are coming on to the east, along with us, we're the only ones with this scale, so the only folks we can be compatible with are ourselves, our neighbors immediately to the west or what's coming further to the east. There is no way that an 11,000 s.f. building can be compatible to a 250,000 s.f. building. I don't know which slice of that you'd like to take off and find that we're compatible with it. Curiously we find some curved forms on these larger buildings.

There was a concern introduced in the first presentation about glass. We've got 514 s.f. of glass, nearly 5 percent of the floor area. We know that is equal or greater than similarly sized drug stores -- take your pick as to which one -- auto parts stores, and the big box retail stores in the immediate neighborhood that are in the 50-to-80,000 s.f. range, I can guarantee you do not have 2500 s.f. of glass in the fronts. We took our direction from staff relative to the position of this building, relative to the landscape. We meet or exceed all the landscape requirements. I'm also here to tell you that we submitted, relative to the comments that came out of last meeting, on our north property line and landscape, that we now have landscaped that building and we've found that we were able to reduce the depth of our parking stalls from 18 ft. of paved to 16 ft. of paved, picked up two feet. We've introduced shrubs; the trees were already there and also the four ft. high screen wall. And again, no wall is required out there.

Compatibility came up several times, I believe I've addressed that. Setbacks have come up several times. I just can't go back over this enough. We've take our direction from staff about the position of this building, staff has given similar direction to other guys to the east. We prefer to like the parking in the rear; these guys apparently do. Staff does. We can put the building on the back; just tell us, tell us whether you agree with staff or not, but we took our direction from them.

We had comments earlier about the windows being too high; you can see there are windows, full-height windows at each of these slits, on the two street side elevations this is windows, and there are many windows around both cylinders looking into the building.

Comment about a model -- we have it. There was comments about not liking towers, we've addressed that issue. There were comments about the building being bunker-like. I think for the record we've addressed what the concerns and issues were coming out of first official session we had and once more we are prepared to reiterate what staff said: Site is very effective; rhythmic wall creates interesting view; break up monotony, creating visual interest; fascia takes on a completely different appearance; overall staff's in support of; staff believes definitely not the case that it is no longer bunker-like; applicant has taken a closer look; shapes, forms and colors are pleasant in appearance. I would respectfully like to reserve any additional time that I might have for rebuttal in responding to your concerns and questions.

Mr. Regner: Absolutely.

Mr. Hunse: If you want me to take you through the model again, we'll bring it closer and figure out how to manipulate.

Mr. Regner: Let's see if there are questions that relate to that and do it at that time.

Mr. Hunse: A couple, I guess, just so we don't lose sight of some things here. Here's a Walgreen's, here's another Walgreen's, you know, their glass is up 14 ft. high, it's in this area. Here's a Sports Authority, this building is probably 60,000 s.f., and this is the extent of glass in this building right here. Here's a SteinMart, probably another 50,000 s.f., and this is the glass at SteinMart. Here's a better photograph of a Walgreen's. And, bear with me a moment, this is somebody's drug store at the corner of Kyrene and Baseline, in terms of how it addresses the corner, and I'd submit to you that we've got some

good design and we've done a better job of addressing the corner, and it's not a major arterial, and this is. And the parking is behind.

There is one, we're in agreement with staff's stipulations, with the exception of the one that we find ourselves arguing with I guess most of the time. They'd like to get the service entry section inside the equipment room, that is the large, metal cabinet in which the electrical power comes in and then it goes to the inside of the panels and what have you. This is our favorite drug store on the corner of Kyrene and Baseline, and this is the service entry section here. When we put it inside there are problems; it takes two doors, its own square footage in a dedicated room. We'd like to incorporate it under the building line, but on the outside with its own metal gates. We'd go so far as a pair of doors at that location, although it's probably better from a visibility standpoint and what have you that it be an open wrought iron screen or other contrivance to prevent people from getting inside there except the folks that have business in there. So again, routinely we see that requirement and we see a recent building that didn't do it. Again, I think that would conclude my comments at this time.

Mr. Regner: Thank you Mr. Hunse. We'll hear comments then from the community at the time.

Mr. Tom Lewis, T.W. Lewis Company: Good evening, my name's Tom Lewis, and I've been here several times. I'm a Tempe resident and my address is 1456 East Colt Road, and I'm the owner of the building to the immediate west, T. W. Lewis Company.

Mr. Regner: Please speak into the mike.

Mr. Lewis: I'll keep my comments as brief as I can, and I think they'll be pretty brief. I still beg to differ with Mr. Hunse and really don't, I'm not here to criticize his architecture. I frankly think that, compared to the first version of the Fascinations building, what they're presenting to you today is, in my opinion which is only my opinion, much better and may even be award winning. They've done a lot to jazz it up and I guess, in my opinion, I think maybe too much.

But anyway, that's not the point of my comments. The point of my comments really are going to focus more on the site plan and a little bit on the building. But, several months ago, when we had our first hearing, I stood up here and criticized the site plan because I thought it neglected to take into consideration safety factors that might be involved in this project. I did not, and do not, think that what we're calling here as phase two has been at all integrated into this project. The last time I checked that site was for sale and it's my understanding, I know they've tried to sell it to other people, but I fear that what we have here is an afterthought and I think the applicant is very interested in getting their first building approved and after that is interested in selling the rest of this site to whoever would buy it and leaving the problem up to them, and unfortunately, to me because I plan to be there for awhile. So, I continue to think that the phase two here is an afterthought and not at all integrated.

The landscaping I don't have any comments on, I don't think that's an issue at this point. But just in looking, can we turn the overhead on here, at the existing site plan, what we're calling here is phase two. I assume that's some form of retail use and none of those small retail components, nearly six of them, have any frontage at all and I think earlier we were talking about disinvestment. To me, this is a perfect example of disinvestment waiting to happen. But again, I really don't believe that anybody really thinks that's going to get built, and I think it's just being thrown up there with some elevations to get what they really want to get done, is the big building on the corner and let somebody else worry about this site. And I think you all are here to be concerned with this and I certainly am.

I also would ask you to think for a minute about this elevation of phase two. Now that's the side of the building that is immediately facing our site right here. We have three office spaces that open onto that building and we're looking into five overhead garage doors, with a building that's 30 ft. high at its highest point. Our building seems big enough and it's 20 ft. high, so this building is 50% higher than ours at the

highest point and has five garage doors facing our side. Now, in my opinion, that is not good design and it certainly isn't integrated into this neighborhood. I also wanted to point out, too, on the building design itself, although I think there's some nice things that go on here from an architectural standpoint, I'm not here to debate that. It really didn't occur to me last time because the scale was so small I really couldn't tell it, but this building is again 30 ft. high. Now the two story building across the street, which is huge, 100-to-150,000 s.f. or so, is also 30 ft. high. So 30 ft. high is the height of a two-story office building, and it is very high compared to the surrounding one-level structures. That to me seems inappropriate. I don't know why they've suggested doing that, maybe to get more visibility, to get their sign up higher, or whatever, but it seems excessively high, and again, I don't think relates to what's going on around it.

Now, because I've been criticizing this site plan since the beginning, I wanted, I developed a few schematic ideas and I'll just show you these simply for schematic purposes and conceptual purposes, but to show you what I think would be a better solution to this site if, in fact, this project ever gets approved and ever gets built. I'm just going to throw these, just put these up on the wall to demonstrate my thinking, and what some alternatives might be. Now, this shows our project here on the west and this happens to show Fascinations building here on the corner, but with a future phase that could possibly be some kind of office building or possibly some kind of retail use. But that's just one example of, I think, of a site plan that works, and I would, again, my position is the site plan you have before you does not work. Another option, this is just a schematic again, is to put the parking in front. Now I understand there's, this has negatives to it as well, but I continue to be concerned about the use in this building and what that does to parking and, my own opinion, is it is a safer place with the parking in front. And I do think it's the Design Review Board's purview to consider public health and safety, and I think this is a safer environment. Now, a third option, a final one, is another version that might show some future retail that I think could have a possibility of working and also being integrated with this site and also still have the parking some in the front and some in the back and still have the building on the corner. But, anyway, I'm not trying to design their site for them, but I think some of this kind of site planning should have happened already and I'm disappointed that the staff didn't flush this out. [words not understandable] look at what we have in front of us here, you know again, I continue to see an applicant who is very focused on that corner building and whatever they can do to get it approved, and very much ignoring what we're phase two and leaving that up to somebody else and it's going to be tomorrow's problem. My concerns are, it could be a fast food place that is just kind of jammed in there, it could be some kind of retail user that might not work or that wouldn't work, and I know any kind of an applicant that would go into a complex this close to this type of use, I think, is going to be limited, I mean there's not that many types of retail providers that would go into a retail space at this location, I think from a realistic standpoint. So, and then again, I also think that that west face that shines into our office building with five overhead garage doors is an example of the kind of inattention to design that I think has been given what we'll call phase two. Now I wouldn't say that about phase one, or the corner building, but I have to say that about phase two.

Again, I have these for you if you'd like them, and I guess I'll give them to you, Mr. Regner, just for your files, but I really just show these as examples of some of the things that I think, again, if this project ever gets approved and if it ever gets built, I think we owe it to ourselves to make it as nice as we can and I don't think we've done that yet. So, having said that, I would request this case be denied and that you consider reconsidering it only in the event that they bring it back as a cohesive integrated project from a site plan standpoint and from a building design standpoint. And I still don't think we've done that yet. Thank you.

Mr. Regner: Thank you very much Mr. Lewis. Comments from the Board?

Mr. Nicpon: Mr. Chairman?

Mr. Regner: Mr. Nicpon.

Mr. Nicpon: I would like, Mr. Lewis gave me some pause for thought on these site plans, so I'm going to take a look at them and reserve a right to come back and make some comments on that because there are two issues and before I talk about my two issues, if I could ask Mr. Jagos a question please? Mr. Jagos, why the insistence of the building on the corner, and why the insistence of the building that's on the corner to face backwards? Because the site plan hasn't changed. I am just wanting the rationale for why the building should be on the corner.

Mr. Patrick Jagos, Owner, Fascinations: To make use of the site in a most efficient way.

Mr. Regner: I'm sorry, your name and address for the record.

Mr. Jagos: I'm sorry, my name is Patrick Jagos, I'm at 1219 West Geneva, Tempe. The reason that the building is on the corner like that is to make the most efficient use of the land. We were told to have the parking in the rear by Planning, so that is basically why it's on the corner. The reason we don't shuffle it over into the other parcel or the future phase is, if somebody chooses to buy that we want to give them as much flexibility with that parcel, and if we start intruding into that, it's really not going to be a feasible site for anybody to use.

Mr. Nicpon: Well, let me just comment on my thoughts. As far as site plan is concerned, and I'm going to offer some suggestions why I think the site plan is wrong. First of all, it hasn't changed from the proposals or the presentations that I've seen to date. It's still essentially the building that's forward. I have heard from many people, as well as a lot of documentation that were sent to me via staff and to my house from Fascinations, that essentially the business is destination in its orientation. And as such, as a destination, it is not necessary from that standpoint to be on the corner when in fact it is destination in nature. Secondly, the building is on the going-to-work side which portends that a destination business, a destination retail establishment, can be placed anywhere. So if it can be placed anywhere relative to the site it's probably best from a retail standpoint being destination to be placed in back. So, that's another consideration.

Mr. Jagos: May I interject?

Mr. Nicpon: Can I just finish?

Mr. Jagos: Certainly.

Mr. Nicpon: There's another aspect to this. If this building was placed to the back on that quadrant, all the way to the back, what it does, it affords a greater visibility line-of-sight to the phase two building, which increases the marketability. And if it increases the marketability, what it does is increases the rent and the sale price. If it increases the sale price, then what it does is it inhibits what Mr. Lewis is concerned about, is doors on the back facing the west building. So, if I ruled the world, what I would do is take this building, I would put it directly back, I would have a better line-of-sight, you would still have the signage necessary that you would have on the frontage so you can see that the business is there, and it would make for a better, relative to the presentation, a better site plan. So, those are my considerations and concerns all the way from the beginning. I'm going to give you a chance to respond, but I just want to talk about the building. As far as the building is concerned, the only thing I like about the building now is the entry, and it's sort of like, I feel cheated that it's facing the wrong way. It's facing the back. The entry is very provocative and it creates a presence and gives it a retail feeling that, hmmm, there's something here, I want to see it, and it's very inviting, that entry way is very inviting. However, as far as the building is concerned, I don't think it has changed that much. I don't think it's changed that much, and perhaps my brain, because of looking at the building and the way it sits facing backwards, in my opinion, I think what it's doing is causing me not to better accept the building which has changed a little from the front part. I think the building in my mind is, contains too much mass relative to what I feel are buildings which are to the back and to the west that have a better spatial, airy kind of a



feeling. And I just think, as it sits now, as it looks now, it's really incompatible with the rest. As far as, well, I'll just stop there. I just think that the site plan is not the right site plan and basis is that the building the way it sits is not right. So, those are my thoughts.

Mr. Jagos: Mr. Chairman?

Mr. Regner: Could I just ask for some clarification before you respond, if you don't mind?

Mr. Jagos: Yes.

Mr. Regner: To the staff: Where does phase two fit into what we're being asked to approve or not approve tonight?

Mr. Venker: Mr. Chairman, the information that's shown as future phase on these plans is provided at our request of the applicant in that whenever there's a proposal that comes before, is submitted to us as an application, and there happens to be a vacant piece as a part of the larger development area or site, we always ask for a solution to be proposed so that we understand that what's the leftover piece is a viable piece for future development. And that's simply what's been presented to you tonight as a part of this future phase that's identified on all these plans.

Mr. Regner: OK, so, if we were to approve the application tonight, we are not approving future phase as it is being depicted here, or in any real fashion, I mean, we're saying yes, something's going to go there, but we're not approving it as it's being rendered here. Is that correct?

Mr. Venker: That is correct.

Mr. Regner: So, if we happen to agree with Mr. Lewis' comments about this building as it's being proposed as called, be called future phase, and we thought some of his ideas had merit, we're not, by approving this tonight we're not precluding asking for that at a future date. That type of a positioning on this other parcel, other piece of the parcel.

Mr. Venker: The development proposal that eventually will come forward for this future phase could be configured in a different way. My presumption is that the lot line that runs down the center of that access drive that's immediately west of the Fascinations building, would remain in place, but a building mass, a building footprint could be pushed to one property line edge or another of the three sides that don't serve as an access way. The building could be split, a portion to the north, a portion to the south, and parking in between and could come back to you in a couple of different configurations.

Mr. Regner: OK, so if I was prepared to support the building on the corner as designed, as presented, as proposed, I could, could I make comment about the proposed design for phase two, or future phase, as not something that could be supported? I mean, can I approve one tonight and not the other? And not, now, how do I say this, maybe you just answered it, but I guess I want to make sure that if I agree to this design on the corner that it's very clear the way they have depicted future phase does not seem to work for me. It does not seem to be positioned in a way that adds at all to the site and I agree it doesn't seem to be a practical use of practical positioning of buildings there. I also would question the screen wall on the west, because if this were to come back and they have overhead doors on the west face, they've got to provide screen walls where they're no longer visible and so does that wall go up now or does it potentially have to come down in the future and be reconstructed or added to?

Mr. Venker: To address your question about whatever action the Board takes tonight with regard to, if the Board were to, if there was a motion to approve and the Board did approve the proposal for Fascinations and did not want to have that action reflect at all on this future phase, I can assure you that the action can truly be separated because it clearly is identified as future phase. There wouldn't be any



need for additional condition or clarification in that regard. The Board might decide that they want to provide a condition, a general condition that reflects on the, whatever future phase proposal is brought forward that it will have to go through formal application, full review by the Board. I think that we typically will have a condition like that in our standard conditions, I'm not sure if it's included in this group of conditions tonight or not. But, typically we'll do that with projects that indicate multiple phases. And then, with regard to the potential of screening any bay doors or overhead doors on the west side of this future phase building, if those become a part of the future phase we would deal with screening of those overhead doors at that time. As it stands today, we may end up with an office building over here that don't have any overhead doors.

Mr. Regner: OK, now the area that phase two, or future phase is being designated for future phase, what type of landscaping, how does this area get finished off now, because if we don't know when it's going to be built, I haven't heard any time line for when it will be built, are we potentially looking at a piece of dirt here that, because of economics, may end up staying that way for an indefinite period of time?

Mr. Venker: The zoning ordinance provisions for situations like this require that all of the landscape that you see on the plan on the screen now must be installed with phase one of the development. And that the building pad, if it remains vacant, it has to be dustproofed in some way. In some situations, a developer has planted grass over these areas; in other situations, they've simply provided decomposed granite as a topping over the soil somehow to control dust and make sure we don't end up with a weed patch on the site. So that would be taken care of through zoning ordinance provisions and would be approved by staff prior to issuance of the building permit for this phase.

Mr. Regner: Or it could be stipulated in an approval this evening.

Mr. Venker: It could be, yes, sir.

Mr. Regner: OK, and it could also be stipulated that it would be an enhancement greater than just gravel or dust control.

Mr. Venker: If you want it to go beyond what the ordinance minimums, that would be the situation to follow, to create a condition that does that.

Mr. Regner: I'm sorry for interrupting earlier, but if you could, when you're addressing Mr. Nicpon's questions, if you could address your time frame for future phase if you have one, and then address what your intention is for this area until that time.

Mr. Jagos: The future phase you mean. We have it for sale, currently it's not, we've taken it off the market, not officially, but we wanted to get through these proceedings. We didn't want to muddy the waters. We actually had an offer from a Tempe based developer, who was going to do a build-to-suit for an Alphagraphics and also two industrial condos to the rear. We put that on hold; we didn't want to confuse this issue with this building. So as far as time lines go, we're motivated to sell it, but we don't want to sell it to the wrong use. We don't want to have a chlorine factory next door; we don't want to have a heavy industrial use next door; we don't want to have trucks driving by and interrupting the traffic flow. So, I really can't give you an actual date of when we intend to sell it. It's when we find the right person.

Mr. Regner: Mr. Nicpon, was your question addressed?

Mr. Nicpon: You said you wanted to comment on my comments on the site plan and also the building.

Mr. Jagos: The building's placed where it is because staff explained they wanted the parking to the rear. We have it on the corner, as I've said, because we didn't want to interfere or take away the feasibility of the future phase. That's why it's positioned where it's at. I like that you like the entrance; I actually like the entire building, I find it very, very appealing. But that's just me.

Mr. Hunse: What's unique about this site in the Southwest Overlay District is that the first 10 ft. of a 30 ft. landscape setback cannot be used for retention. When the building is placed to the rear, and without doing specific site plans, there are likely issues of rear exits requiring a 5 ft. landing...when you go out a door you're obligated to have 5 by 5, and also provide a route, actually all exits must be ADA compliant if in fact they're required exits, so therefore, any rear, if the front entrance is on the front the emergency exits have to be half the diagonal distance of the area served...I mean there are building code issues that start to impact design. The building with the off the rear setback, we would lose probably, could, could, lose a row of parking. It's more effective to have the building at the front setback lines for those technical reasons, and without doing other plans, I can't specifically say that that does or doesn't. But, just by way of history, I'm the guy that worked for the Shut company that caused the diagonal of Grove Parkway. We're the guys that brought this whole area into the city; we're the guys that did the Southwest Overlay District sidewalk plan that's so common out there with the exposed aggregate stuff. We did the crossings down there. I know this area intimately, I know it well. I've been involved in this area for a long time. I don't think that issues such as a future phase, because just as easy as it was for Mr. Lewis to come up with three other plans, and we've come up with one, that's four in front of you. None of them are any more real today than the vacant land was that you had trouble dealing with as vacant land. And, not to belabor the point, but I am very familiar with phased projects. And they frequently do not turn out the way they're presented here. You have to the east, this project is approved, this is built, this is approved, this is approved, and correct me if I'm wrong, staff, this is not approved. So, you guys deal with it all the time, and so do the development communities. There is perhaps some confusion in Mr. Lewis' mind about these being retail and too far in and not having exposure. They're not retail. They're proposed as multi-tenant industrial and when you buy and build in an industrial park, you're likely to have industrial guys as neighbors. I'm just curious, I'm real intrigued as to how all of these plans, and I hope that it hasn't escaped you either, as to how the visibility to the west seems to be a consistent theme in these three plans. This is perhaps a do-able plan except the proportion of the building is changed to be less square, therefore it's difficult for me to say tonight that this is a workable footprint right now. That's a maybe. This is close to square in our footprint, but it changes the drive and changes the trash and fire circulation. It's difficult for me to say that this one works. This one does not work, and it does not work because it really precludes some of the interest and energy and effort and intrigue and provocative architecture that we've done on basically a four sided building that's out there at the corner. Why does the roof slope down in two directions? It's to take people to both driveways. Why is the undulation on the parapet? It's to bring people, we're not supposed to do buildings that draw attention in this town. I mean I can't tell you how many times I've said that. But certain buildings evoke certain feelings, and that's what this one does. The curve on the southwest corner does the same thing. It's very intriguing, it's very seductive. Those are perhaps inappropriate words to use in this setting, but we're not talking about use. I appreciate, Mr. Nicpon, that you find the north entry provocative. We think the whole building can be in many ways and we think that the building is attractive and does take people by eye and by feeling and by emotion around a not insignificant corner but you've done worse with more national tenants on major arterial corners than the sense, and effort, and energy, and money that we're devoting to this corner. We think this corner is important, it's significant for them for their building to be on the corner. They're entitled to have it on the corner, and anyone can come up with three more site plans. But that's not our charge of responsibility here tonight. You've got lots of projects that are phased. You had one in pre-session that I saw and didn't pay a lot of attention to, in terms of phasing over time, down at Baseline and McClintock. These are issues that you have to deal with all the time. Things change. The development climate changes. Why are we proposing 30 ft. tall at the south end of that building, of the proposed building? Because we could envision not only in the south suite but perhaps some of the others also, a mezzanine space. I can't tell you how many hundreds of thousands of square feet we've done in southern California just like this in which there is mezzanine space in

industrial buildings. This is parked and it can handle that, and yeah, they've got overhead doors to the rear because it is industrial zoned. You get that in industrial zoning, you know, that happens. Our building's an upgrade from industrial.

Mr. Regner: Thank you Mr. Hunse. What is the height of the building that's being built to the east that was referenced earlier, the one that's permitted and ready to go? Do we have any idea what the height is of that building?

Mr. Tamulevich: Mr. Chairman, at the corner it's 27 ft. 8 in.

Mr. Regner: Close enough. Ok, Chair would like Board comments and would like to move this to a vote.

Ms. Jenifer Corey: Mr. Chair?

Mr. Regner: Ms. Corey.

Ms. Corey: A quick question. Following item #25, there's a note talking about the height limitation. Does this project comply with it? On page 8 of the staff report. The first item...page number 8 of the staff report, and it's just following item #25. Letter "a" talks about similar church spires, cupolas, clock towers, and similar features.

Mr. Hunse: It does comply.

Ms. Corey: It does comply?

Mr. Hunse: The maximum height on this building is 30 ft. [there were other comments by Mr. Hunse here, but he wasn't speaking into the microphone and the words were not understandable] There two places on this building that are 30 ft.: the apex of the curve on the southwest corner, and likewise the highest point on the tower at the north entry, 30 ft.

Ms. Corey: OK, and then the letter "c," parapet walls or cornices shall not extend higher than 5 ft. above the building height line, it appears that.....

Mr. Hunse: We comply with that also, and that is more typical of, for example, the Tempe Elementary offices at Rural and Southern, in which they have mechanical penthouses on the roof which protrude above the building parapet, but in fact, they screen and enclose and otherwise are a mechanical appurtenance. City of Tempe doesn't always comply with that, like our new firehouses and other buildings.

Ms. Corey: Staff are we consistent with that provision or not?

Mr. Tamulevich: With that revision?

Ms. Corey: No, with that provision, letter "c" parapet walls....

Mr. Tamulevich: Yes, they comply. The building in essence could go up to 35 ft. in height.

Mr. Regner: Other Board comments?

Mr. Steven Voss: Mr. Chairman?

Mr. Regner: Mr. Voss.

Mr. Voss: Question for staff. I am not understanding stipulation #15 with regards to the thickness of the parapet wall. I couldn't find a definition of what that thickness is in the submittal, maybe they missed it. Then I got more confused when I read the stipulation.

Mr. Tamulevich: Mr. Kersbergen, maybe you could help me out here?

Mr. Bill Kersbergen: I will try.

Mr. Regner: Mr. Kersbergen.

Mr. Kersbergen: The stipulation is asking that, when we see building details for the construction of this, that that would be explained sufficient that we can understand it. What the intention of this condition was is that that 2 in. pop out dimension that's described doesn't get turned into something different at a later point for some other reason. If there's another constructability issue that says its easier to do that at one inch, we don't want to see that change happen.

Mr. Hunse: (Again words not understandable, as he was not speaking into the microphone)

Mr. Venker: Excuse me, Mr. Hunse please. To the microphone.

Mr. Hunse: The higher bands in the parapet, as it goes up, they project up 2 inches, 2 inches, 2 inches, so that, and what they're asking for is a construction detail at the appropriate time that supports that design. We haven't done it yet. We've talked to two or three contractors about it and we don't feel that it is a particularly difficult thing to accomplish.

Mr. Voss: What is the parapet wall thickness as it raises up at an angle and then curves around the building? I noticed on the elevations that it seems very thin on its edges and its top as you might be able to see it from a distance.

Mr. Hunse: Actually, you're right. It would get thicker than that, it would project out the 6 inches. But it may, in this view that you're speaking to, where you can see it, it may have already accomplished that by the time you actually see the wall at that location.

Mr. Voss: What is shown as far as a width on this elevation, that you just pointed to at the end of that wall?

Mr. Hunse: In this location here? That's shown as 8 inches. It might only be 8 inches by the time it gets to the top of the wall, having stepped out lower on the back side.

Mr. Voss: That would be the same for the parapet above your entry, the slanted cylinder?

Mr. Hunse: This is CMU all the way up and it would be 8 inches, yes.

Mr. Voss: 8 inches as well?

Mr. Hunse: Yes.

Mr. Voss: One of my concerns is I guess how that looks from a strength standpoint, a design standpoint. To me 8 inches typically would look a little bit weak. Is there a potential in designing a building, where for example, in a custom home quite often they'll, in Santa Fe architecture they'll do a false width of parapet to try to help that massing or feeling of that parapet wall. Is that a possibility with this type of construction?

Mr. Hunse: Well, two things. I'd say in elevation it gives you a false view, you know, that we'd ever get this snapshot elevation presume the eye is at all levels at the same time, and it isn't. I'm not prepared to say that we wouldn't necessarily wind up with the shot that you might get of that parapet being wider from a construction standpoint than the 8 inches that's shown here. I mean, there's some liberty taken in presenting some elevations in an otherwise preliminary sense. Structurally, it might have to be, ah, extend up, with the back side being consistent and simply accumulate that 2 inches, 2 inches, 2 inches, and you wind up...in some respects you'd wind up with a top of parapet being very thick like the projects and styles you're relating to. That could happen.

Mr. Voss: I think particularly in this design where you have a parapet wall that's climbing away from you, and from a distance you might see that raised parapet top edge, normally you wouldn't see that on a building, and I guess that's where my concern is. The landscape plan has a mixture of elm trees and desert trees. Is there a particular reason why that was done?

Mr. Hunse: [not talking into the microphone again, words not understandable] ...architect at the City's direction, and that's their landscape plan. I think it's nice to have a mix of the elms because they don't drop seasonally, you know, they're there, and I think it's a nice mix of texture and color and form, for that matter. I don't have...I know Mesquites are the street trees, and that's what we've done.

Mr. Voss: I guess I would differ in that, I'd have a little problem with mixing the elms with the Sonoran Palo Verde and Museum Palo Verde. From a design standpoint, that doesn't strike me right. I can see maybe one side being in one theme or mixing it up that way, but it's mixed throughout basically the rear parking lot. One more question please. I forgot to ask, the inside of the parapet seems to be visible and could be visible from adjacent buildings and those kinds of things. Was there a designated color, I noticed in the graphics we got it was a yellow color.

Mr. Hunse: You know, I think we did it so as not to call, to have the focus on the exterior walls. If there's a need for it to go to one of the parapet colors, I'd be all right with that. I also intend to try some experimentation with those colors where we do mild or light overspray of one or another color to get them more in the tone that the colored elevations portray, as opposed to just the flat paints. So we like to paint the inside of the parapet, that's a standard note of ours. Everything...

Mr. Voss: So it wasn't your intent to paint it yellow then?

Mr. Hunse: No.

Mr. Voss: There is one additional question that I had with regards to the adjacent site to the east and I don't know if we have the graphics, the plan graphics here...there is reference to, I believe on the aerial that was presented, that there's an approved site plan. I saw the construction when I drove by there, and I'm curious how the driveways match up or not. It appears on Roosevelt that there's an entrance/exit driveway depicted there. How does that relate to what's being proposed here on this site? Do they match? Has anybody looked at that?

Mr. Hunse: Do you want to see it here, or do you want to lift it over?

Mr. Voss: I can't really see that, that's the problem I'm having I guess. So it appears from that graphic which the applicant prepared there's a proximity of those two driveways right across the street from each other.

Mr. Hunse: I think there are from the standpoint of what has to happen at the rear property line. Both of us are proposing landscape and parking which is going to get the actual cut pretty close to each other.

Mr. Voss: And then to the south of the two proposed driveways, there's two existing driveways.

Mr. Hunse: Excuse me?

Mr. Voss: I'm sorry, to the north, there are two existing driveways already in place.

Mr. Hunse: I think the photo shows that there's one here and here, which align.

Mr. Voss: Which align up as well. Thank you. That answers my questions.

Mr. Regner: Mr. Hunse, the provisions for the, I think you said it was a 4 ft. wall along the north?

Mr. Hunse: Yes.

Mr. Regner: Is that now in the application?

Mr. Hunse: Yes, it is.

Mr. Regner: OK. Board comments? Chair will entertain a motion.

Mr. Ruben Valenzuela: Mr. Chairman?

Mr. Regner: Mr. Valenzuela.

Mr. Valenzuela: I would like to move for approval of DRB01151, as conditioned in our packet.

Ms. Brooke Bogart: Second.

Mr. Regner: We have a motion by Mr. Valenzuela, we have a second by Ms. Bogart. Board comments? Hearing none, all those in favor of the motion, signify so by saying aye. Opposed same sign? (Favor: Valenzuela, Bogart, Regner, Corey, Gavigan; Opposed: Nicpon, Voss) The motion carries 5 to 2, Mr. Voss and Mr. Nicpon dissenting. Thank you.

/dg